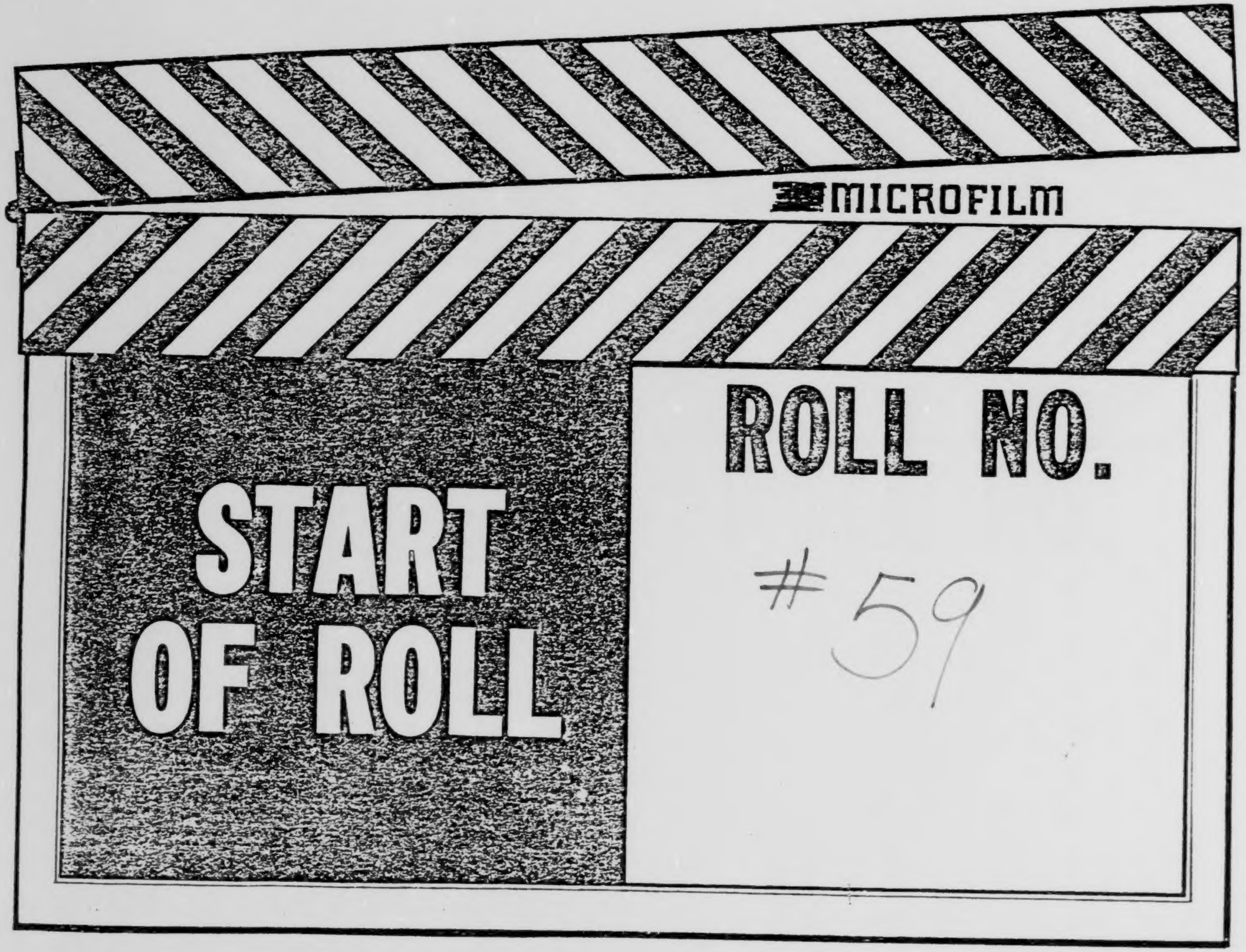

START OF ROLL

ROLL NO.

#59

6-1042 Bunker Hill-Delmar Section of 1953
the Oregon Coast Hwy. about 1 M.
#3512 S. of Coos Bay. Inspection Reports

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ______

Gang Teleg Dept Extra Gang Report No. 6 Daily or ~~Week Endi~~ng Sept 4 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.7172	
Lineman	24								24	2.5249	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day	7.45	1						7.45
N.E. Gerety	"	7.40	1						7.40
W.J. Duffy	"	7.40	1						7.40
H.O. Thomas	"	7.35	1						7.35
Truck	Miles		20						

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Place duplex acct Highway
B	Const.
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct: P.M. Ayers Engr. Insp.
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Const. Location Bunker-Hill Delmar G.M.O. No.

Gang Teleg Dept. Extra Gang Report No. 7 Daily or ~~Week Ending~~ Sept 5 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.7172	
Lineman	24								24	2.5249	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day	7.40	1						7.40
N.E. Gerety	"	7.30	1						7.30
W.J. Duffy	"	7.30	1						7.30
H.O. Thomas	"	7.35	1						7.35
Truck	Miles		25						
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Place Duplex Acct
						B	Highway Const.
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept. Ex. Gang Report No. 8 Daily or ~~Week Ending~~ Sept 6 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Foreman	8							8	2.7172	
Linemen	24							24	2.5249	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day	2.60	1						2.60
N.E. Geraty	day	2.50	1						2.50
W.J. Duffy	day	2.50	1						2.50
H.O. Thomas	day	2.50	1						2.50
Truck	Miles		130						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Place Duplex Acct
B Highway Const.
C
D
E
F

* Note: Also report locomotive miles.

Correct

Title-S.P. Co.

Approved

Res. Engr. State Highway Dept.

7-39

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Div-Engrs Report No. 17 ~~Daily~~ or Week Ending Sept. 15, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	16								16	2.5329	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R M Ayers									
Break	ea		2						1.60
Lunch	ea		2						2.05
Dinner	ea		2						3.10
Hotel	ea		2						7.60

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div Engrs #17
Weekly Sept 15-51

Correct R M Ayers Engr Insp
Title S.P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7.30.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Div-Engrs Report No. 16 Daily or ~~Week Ending~~ Sept 12 19 51

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Div-Engrs	8								8	2.5329	
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
R.M. Ayers	Break	.80							
	Lunch	.95							
	Dinner	1.60							
	Hotel	3.50							
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

*Note: Also report locomotive miles.

Div-Engrs #16

Sept 12 - 51

Correct R. M. Ayers Engr Insp.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

L-7702

Project Highway Const Location Bunker-Hill Delmar ~~[illegible]~~ [illegible]. No.

Gang Div Engrs Report No. 15 Daily or ~~Week Endi~~ng Sept 11 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.5329	
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R M Ayers									
	Break	.80							
	Lunch	1.16							
	Dinner	1.56							
	Hotel	3.50							
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div Engrs. # 15
Sept 11 - 51

Correct R M Ayers Eng Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EK REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Sect 143 Report No. 3 Daily or ~~Week Ending~~ Sept 15 1951
2 Week ending Sept 15 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
foreman-Overtime	8								8	2.54	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Watchman flagman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR V EKI REPORT OF LABOR A M. ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept #25 Report No. 6 ~~Daily~~ or Week Ending Sept 15 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	6½								6½	2.5999	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Davies									1.54
Priv Auto	Miles	.07	22						
Cable Surplus 4 Cond	Ft.		125						
Duplex #16	"		100						

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Cut in Xings States
						B	Contractor
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Correct R.M. Ayers Engr. Insp.
Teleg. S. P. Co.

Approved C.E. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EK REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept. Report No. 14 Daily or ~~Week Ending~~ Sept 13 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
~~Lineman~~	1½								1½	2.5987	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
E.W. Davies									
Priv Auto	Miles	.07	10						.70
Cable Surplus & Coml.	Ft.		50						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Cut in Xing for States

B Contractor

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayer Eng. Insp.
Title-S.P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EK REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept. #25 Report No. 13 Daily or ~~Week Ending~~ Sept 9 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Linemen	5								5	2.5889	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Cable Surplus 4 Cond	Ft.		75						
Duplex #16	"		100						
Expense									
F.W. Davies									
Priv Auto	Miles	.07	12						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Clearing trouble in Duplex
B Caused By State Highway
C Contr's Equipt.
D
E
F

* Note: Also report locomotive miles.

Correct R.M. Ayer Eng. Sup.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delano G.M.O. No.

Gang Div Engrs Report No. 18 ~~Daily~~ or Week Ending Sept 22 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	24								24	2.5329	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Ayer									
Break		2							1.75
Lunch		2							2.25
Dinner		2							3.05
Hotel		2							6.00

Total Material

Equipment	Equipment Hours *					Description of Work	
	A	B	C	D	E		
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Div Engrs #18
Weekly Sept 22, 1951

Correct R. M. Ayer Engr. Insp.
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ______

Gang Div. Engrs Report No. 17 Daily or ~~Week Ending~~ Sept 18 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.5329	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers	Break.	.90							
	Lunch	1.10							
	Dinner	1.50							
	Hotel	3.00							
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E	Description of Work	
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Div. Engrs # 17
Sept. 18 - 51

Correct R.M. Ayers Engr. Insp.
Title S.P. Co.

Approved G G Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR [illegible]EKL[illegible] REPORT OF LABOR A[illegible] MA[illegible]ERIAL USED

Project Highway Const. Location Bunker Hill Delmo C.M.O. No. ____

Gang Divn Engrs Report No. 18 Daily or ~~Weekly~~ Sept. 19 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.5329	

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers	Breakf.	.85							
	Lunch	1.15							
	Dinner	1.55							
	Hotel	3.00							

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs # 18
Sept. 19-51

Correct R M Ayers Engr Insp.
Title S. P. Co.

Approved E. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Div Engrs Report No. 19 Daily or ~~Week Endin~~g Sept 21 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.5329	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Office Work

B

C

D

E

F

* Note: Also report locomotive miles.

Div Engrs #19
Sept 21-51

Correct R. M. Ayres Eng. Insp.
Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 3 or Week Ending Sept 22 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	40								40	1.417	
Overtime	10								10	2.1255	
Laborer-Overtime	53								53	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman flagman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct P. M. [illegible] Eng. Insp.
Title S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 8 Daily or ~~Week Ending~~ Sept 21 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Labor	8							8	1.417	
Overtime	2							2	2.1255	
Labor Overtime	7							7	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr Insp
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Bunker Hill Delmar Location Highway Const. G.M.O. No. ______

Gang Sect 143 Report No. 7 Daily or ~~Week Ending~~ Sept 20 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	8								8	1.417	
Overtime	2								2	2.125	
Labor-Overtime	11½								11½	2.143	

Total Labor ______

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material ______

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman flagman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct R. M. Ayres Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 6 Daily or ~~Week Endin~~g Sept 19 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	[illegible]	8							8	1.417	
Overtime		2							2	2.1255	
Laborers-Overtime	11½								11½	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Watchman flagman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct P.M. [illegible] Engr Insp.
Title-S. P. Co.

Approved C C Ball
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker-Hill Delmar G.M.O. No. ____

Gang Sect 143 Report No. 5 Daily or ~~Week ending~~ Sept 18 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.417	
Overtime	2								2	2.1255	
Laborer-Overtime	11½								11½	2.1435	

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. M. [illegible] Engr. Insp.
Title S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect # 143 Report No. 4 Daily or ~~Week Endi~~ng Sept 17 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.417	
Overtime	2								2	2.1255	
Labor Overtime	11½								11½	2.1435	
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman flagman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct: R.M. Ayers Engr. Insp.
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ____

Gang Teleg Dept. Report No. 15 Daily or ~~Week Ending~~ Sept 20 1951

No 7 Week ending Sept 22 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	1½								1½	2.5889	

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Priv Auto									
FW Davies	Miles	.07	~~[illegible]~~	6					.42
Cable Surplus 4 Cond	Ft.		50						
Tape Rubber	Roll		½						
" Friction	"		½						

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Repair Damage done by
B	Contrs Eqpt.
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. M. Ayer Eng. Insp.
Title S. P. Co.

Approved [illegible] Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Divn Engrs Report No. 19 [redacted]r Week Ending Sept 29 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engrs. Insp.	24								24	2.1387	
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Ayers	Break		2						1.65
	Lunch		2						2.05
	Dinner		2						3.10
	Hotel		2						8.00
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs
Weekly #19
9/29/51

Correct P M Ayer Engr. Insp.
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Div - Engrs Report No. 22 Daily or ~~Week End~~ing Sept 27 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.5329	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
(Ayers)	Break	.80							
	Lunch	1,10							
	Dinner	1,50							
	Hotel	4,00							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs #22
9/27/51

Correct R.W. Ayers Engr Insp.
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7.30 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar C.M.O. No.

Gang Div Engrs Report No. 21 Daily or ~~Week End~~ing Sept 26 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.5329	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
(Ayers)									
	Break.	.85							
	Lunch	.95							
	Dinner	1.60							
	Hotel	4.00							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div Engrs

#21 9/26/51

Correct R.M. Ayers Engr. Insp.
Title S.P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR A D MA ERIAL USED

Project Highway Const Location Bunker Hill Delmas G.M.O. No.

Gang Divn Engrs Report No. 20 Daily or ~~Week Ending~~ Sept 24 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.5329	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Office Work
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs #20
Sept 24, 1951

Correct R.M. Ayer Engr Insp.
Title-S.P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ____

Gang Sect 143 Report No. 4 ~~Daily~~ or Week Ending Sept 29 19 51

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	40								40	1.429	
Overtime	10								10	2.1435	

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watch man flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title-S.P. Co.

Approved ____
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 13 Daily or ~~Week Endi~~ng Sept 28 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	8								8	1.429	
Overtime	2								2	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. McQueen Engr. Insp.
T.&L. S.P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR A) M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 12 Daily or ~~Week Ending~~ Sept 27 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	8								8	1.429	
Overtime	2								2	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct G. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C C Dall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 11 Daily or ~~Week Ending~~ Sept 26 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	8								8	1.429	
Overtime	2								2	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P. M. Ayers Eng. Insp. Title S. P. Co.

Approved C. C. Hall Res. Engr. State Highway Dept.

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L-7702

SOUTHERN PACIFIC COMPANY
DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ______

Gang Sect 143 Report No. 10 Daily or ~~Week Ending~~ Sept 25 19 51

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.429	
Overtime	2								2	2.1435	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman flagman
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. McDyer Engr. Insp.
Title S. P. Co.

Approved C. E. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEKL REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 143 Report No. 9 Daily or ~~Week~~ Ending Sept 24 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.429	
① Overtime	2								2	2.1435	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman Flagman

B

C

D

E

F

* Note: Also report locomotive miles.

Correct P. M. Ayers Eng. Insp.

Title-S. P. Co.

Approved C. E. Hall

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR A M ERIAL USED

Project Highway Const Location BunkerHill Delmar G.M.O. No.

Gang Sect 142 Report No. 1 Weekending ~~Daily~~ or Week Ending Sept 29 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	40								40	1.41	
Overtime	12								12	2.115	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman flaggma

B

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.

Title S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Sect 142 Report No. 5 Daily or W~~eek Ending~~ Sept 28 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	5								5	1.41	
Overtime	3								3	2.115	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman flagman

B

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Dyer Engr. Insp.
T.&L.-S. P. Co

Approved C C Hall
Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Pro ct Highway Coast Location Bunker Hill Delmar G.M.O. No.

Gang Sect 142 Report No. 4 Daily or ~~Week Ending~~ Sept 27 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.41	
Overtime	3								3	2.115	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman-flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker-Hill Delmar G.M.O. No. ______

Gang Sect 142 Report No. 3 Daily or W~~eek End~~ing Sept 26 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.41	
Overtime	3								3	2.115	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman—flagman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct P. M. Ayers Engr. Insp.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ______

Gang Sect 142 Report No. 2 Daily or ~~Week Ending~~ Sept 25 1951

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	8								8	1.41	
Overtime	3								3	2.115	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman Flagman
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R M Ayers Engr. Insp.
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Sect. #142 Report No. 1 Daily or ~~Week Ending~~ Sept 24 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	2.115	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman-flagman

B

C

D

E

F

* Note: Also report locomotive miles.

Correct R M Ayers Engr. Insp.
Title S. P. Co.

Approved C E Gall
Res. Engr. State Highway Dept.

L-7702

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SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. 87281

Gang Teleg Dept. #25 Report No. 16 Daily or ~~Week Ending~~ Sept 27 1951

No 8 Week Ending Sept 29 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Line man	1								1	2.5887	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Cable, Army Surplus	Ft.		80						
Expense F.W. Davies									
Priv Auto	Miles	.06	6						.36

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Clear trouble Caused
B	By Contractors Equipt.
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P. M. [illegible] Engr

tlr. S. P. Co.

Approved C. B. Gale

Res. Engr. State Highway

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ______

Gang Div. Engrs Report No. 20 ~~Daily~~ or Week Ending Sept 31 1951

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report.											

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R.M. Ayers Eng. Insp.
Title S.P. Co.

Approved C. E. Gale
Res. Engr. State Highway Dept.

Div. Engrs
Weekly #20 9/31/51

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SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar ~~G.M.O.~~ Agent No. 87281

Gang Div - Engs Report No. 21 ~~Daily~~ or Week Ending Oct 6 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engs. Insp.	24								24	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers	Break		2						1.80
	Lunch		2						2.00
	Dinner		2						3.00
	Hotel		1						3.50

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. 87281

Gang Divn Engrs Report No. 23 Daily or ~~Week Ending~~ Oct 1 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Correspondence &
B Reports
C
D
E
F

Note: Also report locomotive miles.

Correct P. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar Agmt. No. 87281

Gang Div. Engrs Report No. 24 Daily or ~~Week ending~~ Oct 3 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
R. M. Ayers	Break	.90							
	Lunch	1.00							
	Dinner	1.50							
	Hotel	3.50							

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayers Eng. Insp.
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Del~~mar~~ Aquet. No. 87281

Gang Div. Engr Report No. 25 Daily or ~~Week Ending~~ Oct 4 19 51

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers									
	Break	.90							
	Lunch	1.00							
	Dinner	1.50							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R.M. Ayers Eng. Insp.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR [illegible]EEK[illegible] REPORT OF LABOR [illegible]D M[illegible]ERIAL USED

Project Bunker-Hill Delmar Location Highway Const Agmt ~~Contr.~~ No. 87281

Gang Div Engrs Report No. 22 ~~Date~~ or Week Ending Oct 13 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	40								40	2.0724	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Ayer	Break		3						2.50
	Lunch		4						4.00
	Dinner		4						6.05
	Hotel		3						12.00
	Bus		2						10.58

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayer Eng'Insp.
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

730

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR D MA ERIAL USED

Project Highway Const Location Bunker Hill to Delmas Agmt. No. 87281

Gang Div— Engrs Report No. 26 Daily or ~~Week Ending~~ Oct 8, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers									
	Lunch	.90							
	Dinner	1.65							
	Hotel	4.00							
	Bus	5.29							

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Correct R.M. Ayers Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Pro ct Highway Const Location Bunker Hill Deluxe ~~G.~~O. Acct No. 87281

Gang Div Engr Report No. 28 Daily or ~~Week Ending~~ Oct 10 19

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
(Ayer)	Break	.80							
	Lunch	1.10							
	Dinner	1.60							
	Hotel	4.00							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayer Engr Insp.

Title-S. P. Co.

Approved C. C. Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar Agmt ~~[illegible]~~ No. 87281

Gang Div Engrs Report No. 29 Daily or ~~Week Ending~~ Oct 11 19 51

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (Ayers)									
	Break	.90							
	Lunch	1.00							
	Dinner	1.30							
	Bus	5.29							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKL REPORT OF LABOR D MA ERIAL USED

Proj ct Highway Const. Location Bunker Hill Delma Agent ~~[illegible]~~ No. 87281

Gang Div. Engrs Report No. 30 Daily or ~~Week Ending~~ Oct 12 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Office Work
B	
C	
D	
E	
F	

Correct R M Ayres Eng. Insp Title-S. P. Co.

Approved C C Hall Res. Engr. State Highway Dept.

* Note: Also report locomotive miles.

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SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M TERIAL USED

Project Highway Const Location Bunker Hill Delmar ~~G.M.O.~~ Agmt No. 87281

Gang Teleg Dept. #25 Report No. 17 / 7 Daily or ~~Week Ending~~ Oct 12 1951

Week ending Oct 13 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	2								2	2.1587	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Army Surplus 4 Cond Cable	Ft		80						
Duplex #16	"		30						
Expense									
Priv Auto	Miles	.07	6						.42
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Cut in Cable for Highway
B	Xing by Contractor
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P.M. Ayers Engr. Dept

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-36 **SOUTHERN PACIFIC COMPANY** L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill to Delmar G.M.O. No.

Gang Section 143 Report No. 5 ~~Daily~~ or Week Ending Oct 20 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	12								12	1.429	
Overtime	10								10	2.143	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging Contractors
B	Equipment
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P. M. Ayers Engr. Insp.
Title-S. P. Co.

Approved C. E. Hall
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Const. Location Bunker Hill to Delmar G.M.O. No.

Gang Sect. 143 Report No. 16 Daily or ~~Week Ending~~ Oct 18, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer [redacted]	8								8	1.429	
Overtime	1								1	2.143	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Flagging Contr. Equipment.
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P. M. Ayers Engr. Dsgn.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill t. Delmar G.M.O. No. ____

Gang Section 143 Report No. 15 Daily or ~~Week Endi~~ng Oct 17 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	4									1.429	
Overtime	1									2.143	
Laborer Overtime	8									2.143	

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Flagging Contractors Equipt.
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Correct R. M. Ayers Eng Insp.
Title S. P. Co.

Approved E E Hall
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar No. _____

Gang Teleg Dept #25 Report No. 19 Daily or ~~Week Ending~~ Oct 16 1951

10 Weekending Oct 20, 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	1								1	2.1387	

Total Labor _____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Brackets	ea		4						
Lunch	ea	1.35	1						1.35
Priv Auto	Miles	.07	20						1.40

Total Material _____

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Clear trouble caused by

B State Highway Const.

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title-S. P. Co.

Approved _____
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill to Delmar ~~G.~~ Agmt O. No. 87291

Gang Divn Engrs Report No. 23 ~~Daily~~ or Week Ending Oct 20, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report.											
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Other Reports									
Tele Dept # 25									
Sect 143									
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. E. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Const. Location Bunker Hill to Delmar W.O. No.

Gang Teleg # 25 Report No. 19 Daily or ~~Week ending~~ Oct 22 1951

11 Weekending Oct 27 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	1								1	2.1387	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Priv Auto	Miles	.07	20						
									1.40

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Clear trouble caused by
B	State Highway Dept.
C	Const.
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. M. Ayer Eng. Supv.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

736

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Const Location Bunker Hill Delmar Agmt No. 87291

Gang Div Engrs Report No. 24 ~~Daily~~ or Week Ending Oct 27 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Other Report Teleg Dept #25									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delm[illegible] Agent No. 87281

Gang Div Engr Report No. 25 ~~Daily~~ or Week Ending Oct 31, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct R. M. Ayer Eng. Insp.
Title S. P. Co.

Approved C. C. [illegible]
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR ID M ERIAL USED

Project Highway Const Location Bunker Hill to Delmar Agmt. No. 87281

Gang Divn Engrs Report No. 26 ~~Daily~~ or Week Ending Nov. 3, 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Divn.
Title S. P. Co.

Approved C. E. Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill to Delna Agmt. No. 87281

Gang Teleg. Dept #25 Report No. 18 Daily or ~~Week Ending~~ Nov. 8 1951

#12 Week Ending Nov. 10, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4								4	2.3424	~~[illegible]~~

Total Labor 4 Hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Cable 4 Cond	Ft.		120						
Rubber Tape	Roll		1/2						
Friction "	Roll		1/2						
Expense									
Dinner	Each		1						1.10
Mileage Priv. Auto	Miles	.07	8						.56

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Clear trouble & cut in

B Cable for Highway Xings

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Const Location Bunker Hill Delmo Agent. No. 87281

Gang Div. Engr. Report No. 27 ~~Daily~~ or Week Ending Nov. 10, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report.

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. E. Hale
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker-Hill ~~Delmar~~ Agnt No. 87291

Gang Div. Engrs Report No. 28 ~~Day~~ or Week Ending Nov. 17, 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Nothing to report										
								Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayers Eng. Engs.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7 30

SOUTHERN PACIFIC COMPANY

L-7702

AILY OR EEK REPORT OF LABOR ID TERIAL USED

Project Highway Const Location Bunker-Hill Delmar ~~[illegible]~~ Agent No. 87281

Gang Div-Engr Report No. 29 ~~Daily~~ or Week Ending Nov. 24, 1951

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to report											

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R.M. Ayers Engr. Imps.
Title-S.P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

AILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Const Location Bunker Hill Delmar G.~~W.O.~~ Auth No. 87281

Gang Div. Engrs Report No. 30 ~~Day~~ or Week Ending Nov. 30 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

AILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Const Location Bunker Hill to Delmar G.M.O. No.

Gang Section 143 Report No. 3A Daily or ~~Week Endin~~g Sept 15 1951

Supplemental Credit

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman Overtime	8								8	2.54	

Suppl. Credit

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayer Eng. Insp.
Title-S. P. Co.

Approved E. E. Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Coast Location Bunker Hill to Delmar G.M.O. No.

Gang Sect 143 Report No. 8-A Daily or ~~Week Ending~~ Sept 21 1951

Supplemental

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer Overtime	4½								4½	2.1445	
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman flagman
B	
C	Time not previously reported
D	
E	
F	

* Note: Also report locomotive miles.

Correct R. M. Ayers Eng. Dept.

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Const. Location Bunker Hill to Delmar G.M.O. No. ____

Gang Section #142 Report No. 5-A Daily or ~~Week Ending~~ Sept. 28 1951

Supplemental

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Laborers Overtime	1							1	2.115	

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman flagman
B Time previously Overlooked
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayer Engr. Insp.
Title-S. P. Co.

Approved E. E. Gale
Res. Engr. State Highway Dept.

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SOUTHERN PACIFIC COMPANY

L-7702

AILY OR EEK Y REPORT OF LABOR 'D M TERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No. ____

Gang Sect #143 Report No. 14-A Daily or ~~Week Ending~~ Sept. 29 1951

Supplemental

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer	8								8	1.429	
Overtime	1½								1½	2.1435	

Total Labor ____

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material ____

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman flagman

B

C Time not previously

D reported

E

F

* Note: Also report locomotive miles.

Correct F. M. Pipes Bussy Insp.

Title S. P. Co.

Approved ____

Res. Engr. State Highway Dept.

6-1042 Bunker Hill-Delmar Sec., Oregon 1953
Coast Hwy.
#3512 Estimate

Salem, Oregon April 12 ,1954

STATE OF OREGON

To Southern Pacific Company ,Dr.
65 Market Street
San Francisco 5, California

Project Bunker Hill - Delmar Section
Oregon Coast Highway

Highway Comm. Agreement No. RW 16946

Sub-Division No.

Ry. Company's Agreement No. Audit 88315

Estimate No. 12 - Final

Period Covered Entire job 6/51 to 7/53

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bills 423555, 424525, 426790, 238793,427212, 425833, 427716, 428096, 428746, 429444, 430906	8,159.62	8,159.62	-0-

Note: Purpose of this estimate is to release retained percentage held on previous estimates. W.C.W. approved release April 12, 1954.

Totals	8,159.62	8,159.62	-0-
Retained No %	-0-	815.96	815.96
Total Payments	8,159.62	7,343.66	815.96

Pay This Estimate $ 815.96

Computed by Checked by

Approved Field Engr. Approved:

Previous Voucher No.

Bridge Office Engineer

Salem, Oregon April 2, 1954

STATE OF OREGON

To Southern Pacific Co.
65 Market Street
San Francisco 5, California , Dr.

Project Bunker Hill - Delmar Sec.
Oregon Coast Hwy

Highway Comm. Agreement No. RW 16946

Sub-Division No.

Ry. Company's Agreement No. Audit 88315

Estimate No. 11

Period Covered Entire job 6/51 to 7/53

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bills 423555, 424525, 426790, 238793, 427212, 425833, 427716, 428096, 428746, 429444	7,894.79	7,894.79	-o-
Bill 430906	264.83		264.83
Totals	8,159.62	7,894.79	264.83
Retained 10 %	815.96	789.48	26.48
Total Payments	7,343.66	7,105.31	238.35

WCW
Supp OK to
pay final 4/12/54
CAG

Computed by Checked by

Pay This Estimate $ 238.35

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

4-52-160M

S-130
(A.A.R. 306)

BILL COLLECTIBLE

Bill No. 430906
Quote above number when remitting

Month's Account

Dept. No.

Date Made [illegible] 19

To SOUTHERN PACIFIC COMPANY, Dr.

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION:

O.K. 3-29 1954
RES. ENGR. E. C. Gall
CAREFULLY CHECKED FOR DUPLICATION
APPROVED ....
Division Engr.

6-1042	284	264.85

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

[illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 135 Period Ending August 1, 1953

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 136 Week Ending August 8, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4(	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/168)	hrs.	8	2.3810	19.05	
3	Vacation Allowance		$19.05	3.00 c	.57	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.62	6.25 c	1.23	
6	Workmen's Compensation Insurance		19.62	3.00 c	.59	
7	Public Liability and					
8	Property Damage Insurance		19.62	1.00 c	.20	21.64
9	Personal Expenses					
10	J. E. Thomas Inspector	meals	3		3.70	
11	" " "	Lodging	1		3.50	7.20
12	Light and Running Repairs					
13	Motor Car Div. Engr.	hrs.	8	.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	day	1	.18		.18
16	Supplies					
17	Gasoline	gals.	1	.16	.16	
18	Oil	"	1/16	.49	.03	.19
19	Handling Cost Supplies		.19	5.00 c		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 136					29.78

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 137 Week Ending August 15, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/168)	hrs.	8	2.3810	19.05	
3	Vacation Allowance		$19.05	3.00 c	.57	
4 5	Railroad Retirement and Unemployment Compensation Taxes		19.62	6.25 c	1.23	
6	Workmen's Compensation Insurance		19.62	3.00 c	.59	
7 8	Public Liability and Property Damage Insurance		19.62	1.00 c	.20	21.64
9	Personal Expenses					
10	J. E. Thomas, Inspector	meals	3		3.75	
11	" "	Lodging	1		3.50	7.25
12	Light and Running Repairs					
13	Motor Car Div. Engr.	hrs.	8	.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	day	1	.18		.18
16	Supplies					
17	Gasoline	gals.	1	.16	.16	
18	Oil	"	1/16	.49	.03	.19
19	Handling Cost Supplies		.19	5.00 c		.01
20 21	Total (1) Engineering and Inspection and Total Weekly Report Summary No. 137					29.83

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.138 Week Ending August 22, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$		$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/168)	hrs.	16	2.3810	38.10	
3	Vacation Allowance		$38.10	3.00 c	1.14	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		39.24	6.25 c	2.45	
6	Workmen's Compensation Insurance		39.24	3.00 c	1.18	
7	Public Liability and					
8	Property Damage Insurance		39.24	1.00 c	.39	43.26
9	Personal Expenses					
10	J. E. Thomas, Inspector	meals	5		6.30	
11	" " "	Lodging	2		7.00	13.30
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 138					56.56

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 139 Week Ending August 29, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/168)	hrs.	8	2.3810	19.05	
3	Vacation Allowance		$19.05	3.00 c	.57	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.62	6.25 c	1.23	
6	Workmen's Compensation Insurance		19.62	3.00 c	.59	
7	Public Liability and					
8	Property Damage Insurance		19.62	1.00 c	.20	21.64
9	Personal Expenses					
10	J. E. Thomas, Inspector	meals	2		2.75	
11	" "	Lodging	1		3.50	6.25
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 139					27.89

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 1[illegible]0

Period Ending August 31, 1953

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 141 Period Ending September 5, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/168)	hrs.	8	2.3810	19.05	
3	Vacation Allowance		$19.05	3.00 %	.57	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.62	6.25 %	1.23	
6	Workmen's Compensation Insurance		19.62	3.00 %	.59	
7	Public Liability and					
8	Property Damage Insurance		19.62	1.00 %	.20	21.64
9	Personal Expenses					
10	J. E. Thomas, Inspector	meals	2			1.95
11	Total (1) Engineering and Inspection and					
12	Total Weekly Report Summary No. 141					23.59

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 38315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 142 — Week Ending September 12, 1953

WEEKLY REPORT SUMMARY No. 143 — Week Ending September 19, 1953

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 83325 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 144 Week Ending September 26, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$
(1) Engineering and Inspection					
Engineer Inspector ($400.00/168)	hrs.	8	2.3810	19.05	
Vacation Allowance		$19.05	3.00 c	.57	
Railroad Retirement and					
Unemployment Compensation Taxes		19.62	6.25 c	1.23	
Workmen's Compensation Insurance		19.62	3.00 c	.59	
Public Liability and					
Property Damage Insurance		19.62	1.00 c	.20	21.64
Personal Expenses					
J. E. Thomas, Inspector	meals	3		3.70	
" "	Lodging	1		3.50	7.20
Note: Hotel expense omitted on form L-7702 but included in total amount.					
Total (1) Engineering and Inspection and Total Weekly Report Summary No. 144					28.84

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 145 Period Ending September 30, 1953

WEEKLY REPORT SUMMARY No. 146 Period Ending October 3, 1953

WEEKLY REPORT SUMMARY No. 147 Week Ending October 10, 1953

WEEKLY REPORT SUMMARY No. 148 Week Ending October 17, 1953

WEEKLY REPORT SUMMARY No. 149 Week Ending October 24, 1953

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 150 — Week Ending October 31, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(4) Accounting (cost of billing)			$	$	$
2	Engr. Acct. ($420.00/176)	hrs.	4	2.3864	9.55	
3	Vacation Allowance		$9.55	3.00 c	.29	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		9.84	6.25 c	.62	
6	Workmen's Compensation Insurance		9.84	3.00 c	.30	
7	Public Liability and					
8	Property Damage Insurance		9.84	1.00 c	.10	10.86
9	Total (4) Accounting (cost of billing) and					
10	Total Weekly Report Summary No. 150					10.86

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 130 - Supp'l No. 1   Period Ending July 4, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Personal Expenses					
3	J. E. Thomas, Inspector	meals	3		3.50	
4	" "	Lodging	1		3.50	7.00
5	Total (1) Engineering and Inspection and					
6	Total Weekly Report Summary No. 130 - Supp'l No. 1					7.00

FORM E-133 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 26, 1953

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Re: EB 220-113-State of Oregon
Bunker Hill-Delmar Section
Agreement Audit 88315

Please advise as to whether or not invoices listed in your letter of September 30 constitute final billing for your work on the above project. No retained percentage will be released until we have checked and approved final billing.

Our records show last bill paid on this project to be 429444 in the amount of $195.86 and bill 429446 to be on Lakeside project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc G. S. Paxson
C. A. Gardner ✓

Salem, Oregon September 22, 19 53

STATE OF OREGON

To Southern Pacific Co., Dr.
65 Market St., San Francisco 5, Calif

Project Bunker Hill - Delmar

Sec., Oregon Coast Highway

Ry. Company's Agreement No. Audit 88315

Period Covered April to July 1953

Highway Comm. Agreement No. 16946

Sub-Division No.

Estimate No. 10

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bills 423555 424525, 426790, 238793, 427212, 425833 427716, 428096, 428746	7,698.93	7,698.93	
Bill 429444	195.86	-o-	195.86
Totals	7,894.79	7,698.93	195.86
Retained 10 %	789.48	769.89	19.59
Total Payments	7,105.31	6,929.04	176.27

Pay This Estimate $ 176.27

Computed by

Checked by

Approved Field Engr.

Approved:

Bridge Office Engineer

Previous Voucher No.

8-53 100M

S-186
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 429444
Quote above number when remitting

Month's Account

Dept. No.

Date Made 19

To SOUTHERN PACIFIC COMPANY, Dr. SEP 4 1953

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION: [illegible]

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

429444

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

No. 50793 **ESTIMATE No. 10** April, May, June and July 1953

	Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
		$	$	$
1	Engineering and Inspection	3,339.12	3,154.49	184.63
2	Flagging and Watching	2,312.24	2,312.24	-
3	Telegraph	1,313.78	1,313.78	
4	Accounting (Cost of Billing)	410.76	399.53	11.23
5	Repair to damaged track	394.88	394.88	-
6	Construct two crossings	124.01	124.01	-
7	Total	7,[illegible].79	7,698.93	1[illegible]
8	Total Estimate No. 10			19[illegible]

9 This Estimate is based on Weekly Report Summaries Nos. 114 to 134 Incl.

O.K. 10-14 1953
RES. ENGR. C.C. Hall
CAREFULLY CHECKED FOR DUPLICATION
APPROVED
Division Engr.

6-1042	284	195.86

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 114 Period Ending April 4, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($395.00/176)	hrs	8	2.2443	17.95	
3	Vacation Allowance		$17.95	3.00 c	.54	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.49	6.25 c	1.16	
6	Workmen's Compensation Insurance		18.49	3.00 c	.55	
7	Public Liability & Property Damage Ins.		18.49	1.00 c	.18	
8						20.38
9	Personal Expenses					
10	J. E. Thomas-Inspector	meals	3		3.90	
11	" "	Lodging	1		3.50	
12						7.40
13	Light and Running Repairs					
14	Motor car Div.Engr.	hrs	8	0.07		.56
15	Depreciation					
16	Motor car Div.Engr.	day	1	0.18		.18
17	Supplies					
18	Gasoline	gals.	1	0.16	.16	
19	Oil	"	1/32	0.49	.02	
20						.18
21	Handling Cost Supplies		$0.18	5.00 c		.01
22	Total (1) Engineering and Inspection and					
23	Total Weekly Report Summary No. 114					28.71

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 115 Week Ending April 11, 1953

WEEKLY REPORT SUMMARY No. 116 Week Ending April 18, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 117 Week Ending April 25, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$
(1) Engineering and Inspection					
Engineer Inspector ($395.00/176)	hrs	8	2.2443	17.95	
Vacation Allowance		$17.95	3.00 c	.54	
Railroad Retirement and					
Unemployment Compensation Taxes		18.49	6.25 c	1.16	
Workmen's Compensation Insurance		18.49	3.00 c	.55	
Public Liability & Property Damage Ins.		18.49	1.00 c	.18	
Personal Expenses					20.38
J. E. Thomas-Inspector	meals	3		3.80	
" "	Lodging	1		3.50	
Light and Running Repairs					7.30
Motor Car Div.Engr.	hrs	8	0.07		.56
Depreciation					
Motor Car Div.Engr.	day	1	0.18		.18
Supplies					
Gasoline	gals	1/2	0.16		.08
Handling Cost Supplies		$0.08	5.00 c		None
Total (1) Engineering and Inspection and Total Weekly Report Summary No. 117					28.50

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 118 Period Ending April 30, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 119 Period Ending May 2, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) Accounting (Cost of Billing)					
2	Engr. Acct. ($415.00/168)	hrs	4	2.4702	9.88	
3	Vacation Allowance		$9.88	3.00 c	.30	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		10.18	6.25 c	.64	
6	Workmen's Compensation Insurance		10.18	3.00 c	.31	
7	Public Liability & Property Damage Ins.		10.18	1.00 c	.10	
8						11.23
9	Total (4) Accounting (Cost of Billing) and					
10	Total Weekly Report Summary No. 119					11.23

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 120 Week Ending May 9, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engineer Inspector ($395.00/168)	hrs	8	2.3512	18.81	
3	Vacation Allowance		$18.81	3.00 c	.56	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.37	6.25 c	1.21	
6	Workmen's Compensation Insurance		19.37	3.00 c	.58	
7	Public Liability & Property Damage Ins.		19.37	1.00 c	.19	
8						
9	Personal Expenses					21.35
10	J. E. Thomas-Inspector	Meals	3		3.70	
11	" " "	Lodging	1		3.50	
12						7.20
13	Total (1) Engineering and Inspection and					
14	Total Weekly Report Summary No. 120					28.55

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 121 — Week Ending May 16, 1953

WEEKLY REPORT SUMMARY No. 122 — Week Ending May 23, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 123 Week Ending May 30, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($395.00/168)	hrs	8	2.3512	18.81	
3	Vacation Allowance		$18.81	3.00 c	.56	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.37	6.25 c	1.21	
6	Workmen's Compensation Insurance		19.37	3.00 c	.58	
7	Public Liability & Property Damage Ins.		19.37	1.00 c	.19	
8						21.35
9	Personal Expenses					
10	J. E. Thomas-Inspector	meals	2			2.10
11	Total (1) Engineering and Inspection and					
12	Total Weekly Report Summary No. 123					23.45

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 124 Period Ending May 31, 1953

WEEKLY REPORT SUMMARY No. 125 Period Ending June 6, 1953

WEEKLY REPORT SUMMARY No. 126 Week Ending June 13, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 127 Week Ending June 20, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($395.00/176)	hrs	8	2.2443	17.95	
3	Vacation Allowance		$17.95	3.00 c	.54	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.49	6.25 c	1.16	
6	Workmen's Compensation Insurance		18.49	3.00 c	.55	
7	Public Liability & Property Damage Ins.		18.49	1.00 c	.18	
8						20.38
9	Personal Expenses					
10	J. E. Thomas-Inspector	meals	3		3.85	
11	" "	Lodging	1		3.50	
12						7.35
13	Light and Running Repairs					
14	Motor Car Div.Engr.	hrs	8	0.07		.56
15	Depreciation					
16	Motor Car Div.Engr.	day	1	0.18		.18
17	Supplies					
18	Gasoline	gals	1	0.16	.16	
19	Oil	"	1/16	0.49	.03	
20						.19
21	Handling Cost Supplies		$0.19	5.00 c		.01
22	Total (1) Engineering and Inspection and					
23	Total Weekly Report Summary No. 127					28.67

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 128 Week Ending June 27, 1953

WEEKLY REPORT SUMMARY No. 129 Period Ending June 30, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 130 Period Ending July 4, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/184)	hrs	8	2.1739	17.39	
3	Vacation Allowance		$17.39	3.00 c	.52	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		17.91	6.25 c	1.12	
6	Workmen's Compensation Insurance		17.91	3.00 c	.54	
7	Public Liability & Property Damage Ins.		17.91	1.00 c	.18	
8						19.75
9	Total (1) Engineering and Inspection and					
10	Total Weekly Report Summary No. 130					19.75

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 131 Week Ending July 11, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 132 Week Ending July 18, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engineer Inspector ($400.00/184)	hrs	8	2.1739	17.39	
3	Vacation Allowance		$17.39	3.00 e	.52	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		17.91	6.25 e	1.12	
6	Workmen's Compensation Insurance		17.91	3.00 e	.54	
7	Public Liability & Property Damage Ins.		17.91	1.00 e	.18	19.75
8						
9	Personal Expenses					
10	J. E. Thomas-Inspector	meals	3		3.75	
11	" " "	Lodging	1		3.50	7.25
12						
13	Total (1) Engineering and Inspection and					
14	Total Weekly Report Summary No. 132					27.00

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 133 Week Ending July 25, 1953

WEEKLY REPORT SUMMARY No. 134 Period Ending July 31, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

STATE OF OREGON

Salem, Oregon May 27, 1953

To Southern Pacific Co., 65 Market St., San Francisco 5, California, Dr.

Project Bunker Hill-Delmar Sec., Oregon Coast Hwy.

Highway Comm. Agreement No RW 16946

Ry. Company's Agreement No. Audit 88315

Sub-Division No.

Period Covered Jan., Feb., March, 1953

Estimate No. 9

Prefix & Acct. No. 6-1042

	Item	Total Amount To Date	Previous Amount	Present Amount
Bill No.	423555	3,064.50	3,064.50	-0-
	424525	122.95	122.95	-0-
	426790	187.85	187.85	-0-
	238793	310.18	310.18	-0-
	427212	1,086.46	1,086.46	-0-
	425833	1,638.43	1,638.43	-0-
	427716	794.30	794.30	-0-
	428096	270.03	270.03	-0-
	428746	224.23	-0-	224.23
	Totals	7,698.93	7,474.70	224.23
	Retained 10 %	769.89	747.47	22.42
	Total Payments	6,929.04	6,727.23	201.81

Computed by ________ Checked by ________

Pay This Estimate $ 201.81

Approved Field Engr. ________

Approved:

Previous Voucher No.

E. Gardner

Bridge Office Engineer

S-52 100M

S-136
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 428746
Quote above number when remitting

Month's Account
Dept. No.
Date Made 19

To SOUTHERN PACIFIC COMPANY, Dr. MAY 12 1953

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]		[illegible]

DISTRIBUTION:

[illegible]

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

G.M.O. 50739

ESTIMATE No. 9

Jan. Feb. and
Mar. 1953

	Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
		$	$	$
1	Engineering and Inspection	3,154.49	2,934.48	220.01
2	Flagging and Watching	2,312.24	2,312.24	-
3	Telegraph	1,313.78	1,313.78	-
4	Accounting (Cost of Billing)	399.53	399.53	-
5	Repair to damaged track	394.88	394.88	-
6	Construct two crossings	124.01	119.79	4.22
7	Total	7,698.93	7,474.70	224.23
8	Total Estimate No. 9			224.23

9 This Estimate is based on Weekly Report Summaries Nos. 100 to 113 Incl. and Supplement No. 1 to Weekly Report Summary No. 84

S.F.O. 6-1042-284
5-21-53
Ok # 224.23

C. C. Gell
Res. Engr.

APPROVED
ASSISTANT DIVISION ENGINEER

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 100 Period Ending January 3, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 101 Week Ending January 10, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/168)	Hrs.	16	2.3512	37.62	
3	Vacation Allowance		$37.62	3.00 c	1.13	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		38.75	6.25 c	2.42	
6	Workmen's Compensation Insurance		38.75	3.00 c	1.16	
7	Public Liability and					
8	Property Damage Insurance		38.75	1.00 c	.39	42.72
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.60	
11	" " "	Lodging	1		3.50	6.10
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hrs.	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals	1/2	0.16	.08	
18	Oil	"	1/8	0.49	.06	.14
19	Handling Cost Supplies		$ 0.14	5.00 c		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 101					49.71

22 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit 58315, dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 102 — WEEK ENDING JANUARY 17, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/168)	Hrs.	8	2.3512	18.81	
3	Vacation Allowance		$18.81	3.00 %	.56	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.37	6.25 %	1.21	
6	Workmen's Compensation Insurance		19.37	3.00 %	.58	
7	Public Liability and					
8	Property Damage Insurance		19.37	1.00 %	.19	21.35
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	3		3.30	
11	" " "	Lodging	1		3.50	6.80
12	Light and Running Repairs					
13	Motor Car Div.Engr.	Hrs.	8	0.07		.56
14	Depreciation					
15	Motor Car Div.Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals.	1/2	0.16	.08	
18	Oil	"	1/8	0.49	.06	.14
19	Handling Cost Supplies		$0.14	5.00 %		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 102					29.04

22 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 103 Week Ending January 24, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/168)	Hrs.	8	2.3512	18.81	
3	Vacation Allowance		$18.81	3.00 c	.56	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.37	6.25 c	1.21	
6	Workmen's Compensation Insurance		19.37	3.00 c	.58	
7	Public Liability and					
8	Property Damage Insurance		19.37	1.00 c	.19	21.35
9	Personal Expenses					
10	J.E. Thomas - Inspector					
11	" " "	Meals	2		2.55	
		Lodging	1		3.50	6.05
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 103					27.40

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 104 Week Ending January 31, 1951

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 105 Week Ending February 7, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

S[illegible]THERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 106 — Week Ending February 14, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/152)	Hrs.	8	2.5987	20.79	
3	Vacation Allowance		$20.79	3.00 %	.62	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		21.41	6.25 %	1.34	
6	Workmen's Compensation Insurance		21.41	3.00 %	.64	
7	Public Liability and					
8	Property Damage Insurance		21.41	1.00 %	.21	23.60
9	Personal Expenses					
10	J.M. Thomas - Inspector	Meals	2		2.75	
11	" " "	Lodging	1		3.50	6.25
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 106					29.85

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 107 **Week Ending February 21, 1953**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/152)	Hrs.	8	2.5987	20.79	
3	Vacation Allowance		$20.79	3.00 %	.62	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		21.41	6.25 %	1.34	
6	Workmen's Compensation Insurance		21.41	3.00 %	.64	
7	Public Liability and					
8	Property Damage Insurance		21.41	1.00 %	.21	23.60
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.60	
11	" " "	Lodging	1		3.50	6.10
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 107					29.70

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 108   Week Ending February 28, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 109 Week Ending March 7, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/176)	Hrs.	8	2.2443	17.95	
3	Vacation Allowance		$17.95	3.00 c	.54	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.49	6.25 c	1.16	
6	Workmen's Compensation Insurance		18.49	3.00 c	.55	
7	Public Liability and					
8	Property Damage Insurance		18.49	1.00 c	.18	20.38
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.90	
11	" " "	Lodging	1		3.50	6.40
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 109					26.78

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 110   Week Ending March 14, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 111 Week Ending March 21, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) Engineering and Inspection			$	$	$
2	Engr. Insp. (395.00/176)					
3	Vacation Allowance	Hrs.	8	2.2443	17.95	
4	Railroad Retirement and		$17.95	3.00 c	.54	
5	Unemployment Compensation Taxes					
6	Workmen's Compensation Insurance		18.49	6.25 c	1.16	
7	Public Liability and		18.49	3.00 c	.55	
8	Property Damage Insurance		18.49	1.00 c	.18	20.38
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	3		3.65	
11	" " "	Lodging	1		3.50	7.15
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 111					27.53

14 Note: Labor above includes retroactive pay raise.

S[illegible]HERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 112
WEEKLY REPORT SUMMARY No. 113

Week Ending March 28, 1953
Period " March 31, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

S[illegible]HERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 84
Supplement No. 1

Period Ending October 4, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(6) Construct two crossings						
2	Light and Running Repairs						
3	8 Outfit cars	B&B #30	Hrs.	64	0.097		6.21
4	Depreciation						
5	8 Outfit cars	B&B #30	Days	8	0.24		1.92
6	Material						
7	As Charged						
8	A- Ship spikes 1/2 x 10"		Each	110	.03		3.30Cr
9	Handling Cost			$3.30	5.00 c		.17Cr
10	Freight	Tons	Miles	Ton Miles			
11	A-Ogden,Utah to job	.04	1101.3	44.05	.01[illegible] TM		.44Cr
12	Should Be						None
13	Total (6) Construct two crossings and						
14	Total Weekly Report Summary No. 84, Supplement No. 1						4.22

Salem, Oregon March 23, 1953

STATE OF OREGON

To Southern Pacific Co., 65 Market St., San Francisco 5, California, Dr.

Project Bunker Hill-Delmar Section, Oregon Coast Hwy.

Highway Comm. Agreement No. N16946

Sub-Division No.

Ry. Company's Agreement No. Audit 88315

Estimate No. 8

Period Covered December 1952

Prefix & Acct. No. 6-1042

Item		Total Amount To Date	Previous Amount	Present Amount
Bill	423555	3,064.50	3,064.50	
	424525	122.95	122.95	
	426790	187.85	187.85	
	238793	310.18	310.18	
	427212	1,086.46	1,086.46	
	425833	1,638.43	1,638.43	
	427716	794.30	794.30	
	428096	270.03	-	270.03
Totals		7,474.70	7,204.67	270.03
Retained 10 %		747.47	720.47	27.00
Total Payments		6,727.23	6,484.20	243.03

Pay This Estimate $ 243.03

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

5-51-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 4280[illegible]
Quote above number when remitting

Month's Account

Dept. No.

Date Made MAR 10 1953 19

To SOUTHERN PACIFIC COMPANY. Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION: A.W. Sheppard

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

428096

SOUTHERN PACIFIC COMPANY

GENERAL ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction [illegible] at [illegible], Oregon
In accordance with Agreement [illegible], dated December [illegible], 1952
between The State of Oregon, State Highway Commission and
Southern Pacific Company

A.F.E. [illegible] ESTIMATE No. [illegible] December 1952

Description (1)	Total Cost To Date (2)	Previous Estimates (3)	This Estimate (4)
1 Engineering and Inspection	[illegible]	[illegible]	[illegible]
2 Flagging and Watching	[illegible]	[illegible]	[illegible]
3 Telegraph	[illegible]	[illegible]	
4 Accounting ([illegible])	[illegible]	[illegible]	[illegible]
5 Repair to damaged track	[illegible]	[illegible]	
6 Construct two crossings	119.79	119.79	
7 Total	[illegible]	[illegible]	270.03
8 Total Estimate No [illegible]			270.03

9 This Estimate is based on Weekly Report Summaries Nos. [illegible] to [illegible] Incl
And Supplement No. 1 to Weekly Report Summary No. [illegible]
" No. 1 " " " " No. 77

S.F.O. # 6-1042-284
3-16-53
#270.03
Ok C.C. Hall
Res. Engr.

APPROVED
Lon Edwards
DIVISION ENGINEER

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.95 — Period Ending December 6, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$
(1) Engineering and Inspection					
Engr. Insp. (385.00/176)	Hours	24	2.1875	52.50	
Vacation Allowance		$52.50	3.00 %	1.58	
Railroad Retirement and Unemployment Compensation Taxes		54.08	6.25 %	3.38	
Workmen's Compensation Insurance		54.08	3.00 %	1.62	
Public Liability and Property Damage Insurance		54.08	1.00 %	.54	59.62
Personal Expenses					
J.E. Thomas, Inspector	Meals	5		5.50	
" " "	Lodging	1		3.50	9.00
Light and Running Repairs					
Motor Car Div. Engr.	Hours	8	0.07		0.56
Depreciation					
Motor Car Div. Engr.	Day	1	0.18		0.18
Supplies					
Gasoline	Gals.	1	0.16	.16	
Oil	"	1/16	0.49	.03	0.19
Handling Cost Supplies		$0.19	5.00 %		0.01
Total (1) Engineering and Inspection and Total Weekly Report Summary No. 95					69.56

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.96 — Week Ending December 13, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) Engineering and Inspection						
2	Engr. Insp. (385.00/176)		Hours	16	2.1875	35.00	
3	Vacation Allowance			$35.00	3.00 c	1.05	
4	Railroad Retirement and						
5	Unemployment Compensation Taxes			36.05	6.25 c	2.25	
6	Workmen's Compensation Insurance			36.05	3.00 c	1.08	
7	Public Liability and						
8	Property Damage Insurance			36.05	1.00 c	.36	39.74
9	Personal Expenses						
10	J.E. Thomas, Inspector		Meals	5		5.45	
11	" " "		Lodging	1		3.50	8.95
12	Light and Running Repairs						
13	Motor Car	Div. Engr.	Hours	8	0.07		0.56
14	Depreciation						
15	Motor Car	Div. Engr.	Day	1	0.18		0.18
16	Supplies						
17	Gasoline		Gals.	1	0.16	.16	
18	Oil		"	1/16	0.49	.03	0.19
19	Handling Cost Supplies			$0.19	5.00 c		0.01
20	Total (1) Engineering and Inspection						49.63
21	(4) Accounting-(Cost of Billing)						
22	Engr. Accountant (405.00/176)		Hours	6	2.3011	13.81	
23	Vacation Allowance			$13.81	3.00 c	.41	
24	Railroad Retirement and						
25	Unemployment Compensation Taxes			14.22	6.25 c	.89	
26	Workmen's Compensation Insurance			14.22	3.00 c	.43	
27	Public Liability and						
28	Property Damage Insurance			14.22	1.00 c	.14	15.68
29	Total (4) Accounting (Cost of Billing)						15.68
30	Total Weekly Report Summary No. 96						65.31

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.97

Week Ending December 20,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	24	2.1875	52.50	
3	Vacation Allowance		$52.50	3.00 %	1.58	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		54.08	6.25 %	3.38	
6	Workmen's Compensation Insurance		54.08	3.00 %	1.62	
7	Public Liability and					
8	Property Damage Insurance		54.08	1.00 %	.54	59.62
9	Personal Expenses					
10	J.E. Thomas, Inspector	Meals	5		6.30	
11	" " "	Lodging	2		7.00	13.30
12	Light and Running Repairs					
13	Motor Car Div.Engr.	Hours	8	0.07		0.56
14	Depreciation					
15	Motor Car Div.Engr.	Day	1	0.18		0.18
16	Supplies					
17	Gasoline	Gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	0.19
19	Handling Cost Supplies		$0.19	5.00 %		0.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 97					73.86

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.98 — Week Ending December 27,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00 %	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25 %	1.13	
6	Workmen's Compensation Insurance		18.03	3.00 %	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00 %	.18	19.88
	Total (1) Engineering and Inspection and					
9	Total Weekly Report Summary No. 98					19.88

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 99 **Period Ending December 31, 1952**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00 c	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25 c	1.13	
6	Workmen's Compensation Insurance		18.03	3.00 c	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00 c	.18	19.88
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.85	
11	" " "	Lodging	1		3.50	6.35
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 99					26.23

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.73
Supplement No.1

Period Ending August 2, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) Flagging and Watching					
2	AS CHARGED					
3	Laborers (Overtime) Sec. 143	Hours	11-1/2	2.219	25.52Cr	
4	Vacation Allowance		-		None	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		$25.52	6.25 c	1.60Cr	
7	Workmen's Compensation Insurance		25.52	3.00 c	.77Cr	
8	Public Liability and					
9	Property Damage Insurance		25.52	1.00 c	.26Cr	28.15Cr.
10	SHOULD BE					
11	Laborers (Overtime) Sec. 143	Hours	20-1/2	2.219	45.49	
12	Vacation Allowance		-		None	
13	Railroad Retirement and					
14	Unemployment Compensation Taxes		$45.49	6.25 c	2.84	
15	Workmen's Compensation Insurance		45.49	3.00 c	1.36	
16	Public Liability and					
17	Property Damage Insurance		45.49	1.00 c	.45	50.14
18	Total (2) Flagging and Watching and					
19	Total Weekly Report Summary No. 73, Suppl. No. 1					21.99

[illegible]HERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.77
Supplement No.1

Week Ending August 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Personal Expenses					
3	AS CHARGED					
4	J.E. Thomas-Inspector					
5	" " "	Meals	8		8.40Cr	
6	" " "	Lodging	2		7.00Cr	
		Bus	2		7.82Cr	23.22Cr.
7	SHOULD BE					
8	J.E. Thomas-Inspector					
9	" " "	Meals	5		5.10	
10	" " "	Lodging	1		3.50	
		Bus	2		7.82	16.42
11	Total (1) Engineering and Inspection and					
12	Total Weekly Report Summary No.77, Supplement No.1					6.80Cr.

Salem, Oregon January 28, 1953

STATE OF OREGON

To Southern Pacific Company, 65 Market St., San Francisco,5 Dr.
California

Project Burker Hill-Delmar Section, Oregon Coast Highway

Highway Comm. Agreement No. RW16946

Sub-Division No.

Ry. Company's Agreement No. Audit 88315

Estimate No. 7

Period Covered October and November 1952

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 423555	3,064.50	3,064.50	
424525	122.95	122.95	
426790	187.85	187.85	
238793	310.18	310.18	
427212	1,086.46	1,086.46	
425833	1,638.43	1,638.43	
427716	794.30		794.30
Totals	7,204.67	6,410.37	794.30
Retained 10 %	720.47	641.04	79.43
Total Payments	6,484.20	5,769.33	714.87

Pay This Estimate $ 714.87

Computed by

Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

5-52 100M

BILL COLLECTIBLE

S-155
(A.A.R. 306)

Bill No. 427716
Quote above number when remitting

Month's Account December

Dept. No.

Date Made JAN 8 1953 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]
[illegible]
[illegible]
Attn: Mr. R. S. [illegible]

MAKE REMITTANCE TO:
Southern Pacific Company
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[illegible]

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San Francisco 5, California

4[illegible]716

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

G.M.O. 50739 | ESTIMATE No. 7 | October and November 1952

Description (1)	Total Work To date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
1 Engineering and Inspection	2,702.12	2,119.89	582.23
2 Flagging and Watching	2,290.25	2,290.25	-
3 Telegraph	1,313.78	1,313.78	-
4 Accounting (Cost of Billing)	383.85	361.75	22.10
5 Repair to damaged track	394.88	324.70	70.18
6 Construct two crossings	119.79	-	119.79
7 Total	7,204.67	6,410.37	794.30
8 Total Estimate No. 7			794.30

9 This Estimate is based on Weekly Report Summaries Nos. 84 to No. 94 Incl.

S.F.O. 6-1042-28-1
1-20-53
$794.30

Ok 1-24-53
C C Gale
Res. Engr.

APPROVED
DIVISION ENGINEER

PACIFIC COMPANY et 1 of 2 sheets

[illegible] REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 82315 dated December 31, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

[illegible] REPORT SUMMARY NO. 84 Period Ending October 4, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/184)	Hours	24	2.0924	50.22	
3	Vacation Allowance		$50.22	3.00%	1.51	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		51.73	6.25%	3.23	
6	Workmen's Compensation Insurance		51.73	3.00%	1.55	
7	Public Liability and					
8	Property Damage Insurance		51.73	1.00%	.52	57.03
9	Personal Expenses					
10	J.M. Thomas Inspector	Meals	8		8.60	
11	" " "	Lodging	2		7.00	15.60
12	Light and Running Repairs					
13	Motor Car Div.Engr.	Hours	16	0.07		1.12
14	Depreciation					
15	Motor Car Div.Engr.	Days	2	0.18		.36
16	Supplies					
17	Gasoline	Gals	2	0.16	.32	
18	Oil	"	1/16	0.49	.03	.35
19	Handling Cost Supplies		0.35	5.00%		.02
20	Total (1) Engineering and Inspection					74.48
21	(6) Construct two crossings					
22	Foreman (355.05/184) B&B #30	Hours	8	1.9296	15.44	
23	Asst. Foreman (332.55/184) "	"	8	1.8073	14.46	
24	Lead Carpenter "	"	8	1.871	14.97	
25	Carpenter "	"	24	1.835	44.04	
26	" Helpers "	"	8	1.643	13.14	
27					102.05	

Sheet 2 of 2 sheets

[illegible] to Delmar, Oregon

Weekly Report Summary No. 84

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(6) Construct Two Crossings (Cont.)		$	$	$	
2	Vacation Allowance					
3	Railroad Retirement and		$102.05	3.00%	3.06	
4	Unemployment Compensation Taxes					
5	Workmen's Compensation Insurance		105.11	6.25%	6.97	
6	Public Liability and		105.11	3.00%	3.15	
7	Property Damage Insurance					
			105.11	1.00%	1.05	115.88
8	A-Ship spikes 1/2 x 10"					
9	Handling Cost	Each	110	.03		3.30
			$3.30	5.00%		.17
10	Freight Tons	Miles	Ton Miles			
11	A-Ogden, Utah to job .04	1101.3	44.05	.01 T.M.		.44
12	Total (6) Construct Two Crossings					119.79
13	Total Weekly Report Summary No. 84					194.27

PACIFIC COMPANY

Sheet 1 of 2 sheets

WEEKLY STATEMENT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY AUDIT STATEMENT No. 85

Week Ending October 11, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) Engineering and Inspection			$	$	$
2	Engr. Insp. (385.00/184)	Hours	32	2.0924	66.96	
3	Vacation Allowance		$66.96	3.00c	2.01	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		68.97	6.25c	4.31	
6	Workmen's Compensation Insurance		68.97	3.00c	2.07	
7	Public Liability and					
8	Property Damage Insurance		68.97	1.00c	.69	76.04
9	Personal Expenses					
10	J.E. Thomas, Inspector	Meals	10		11.70	
11	" " "	Lodging	3		10.50	22.20
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	16	0.07		1.12
14	Depreciation					
15	Motor Car Div. Engr.	Days	2	0.18		.36
16	Supplies					
17	Gasoline	Gals	2	0.16	.32	
18	Oil	"	1/16	0.49	.03	.35
19	Handling Cost Supplies		$0.35	5.00c		.02
20	Total (1) Engineering and Inspection					100.09
21	(4) Accounting (Cost of Billing)					
22	Engr. Accountant (405.00/184)	Hours	4	2.2011	8.80	
23	Vacation Allowance		$8.80	3.00c	.26	
24	Railroad Retirement and					
25	Unemployment Compensation Taxes		9.06	6.25c	.57	
26	Workmen's Compensation Insurance		9.06	3.00c	.27	
27	Public Liability and					
28	Property Damage Insurance		9.06	1.00c	.09	9.99
29	Total (4) Accounting (Cost of Billing)					9.99

Sht. 2 of 2 sheets

Bunker Hill to Delmar, Oregon

Weekly Report Summary No. 85

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(5) Repair to damaged track						
2	Foreman (299.05/184)	Sec.143	Hours	8	1.6253	13.00	
3	Laborers	"	"	32	1.499	47.97	
4						60.97	
5	Vacation Allowance			$60.97	3.00%	1.83	
6	Railroad Retirement and						
7	Unemployment Compensation Taxes			62.80	6.25%	3.93	
8	Workmen's Compensation Insurance			62.80	3.00%	1.88	
9	Public Liability and						
10	Property Damage Insurance			62.80	1.00%	.63	69.24
11	Light and Running Repairs						
12	Motor Car		Hours	8	0.07		.56
13	Depreciation						
14	Motor Car		Day	1	0.18		.18
15	Supplies						
16	Gasoline		Gals	1	0.16	.16	
17	Oil		"	1/16	0.49	.03	.19
18	Handling Cost Supplies			.19	5.00%		.01
19	Total (5) Repair To Damaged Track						70.18
20	Total Weekly Report Summary No. 85						180.26

PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 86515 dated December 21, 1951
Between State of Oregon, State Highway Commission and,
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 86 — Week ending October 18, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/184)	hours	16	2.0924	33.48	
3	Vacation Allowance		$33.48	3.00%	1.00	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		34.48	6.25%	2.16	
6	Workmen's Compensation Insurance		34.48	3.00%	1.03	
7	Public Liability and					
8	Property Damage Insurance		34.48	1.00%	.34	38.01
9	Personal Expenses					
10	J.R. Thomas, Inspector	Meals	5		6.35	
11	" " "	Lodging	2		7.00	13.35
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	.19
19	Handling Cost Supplies		$.19	5.00%		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 86					52.30

[illegible] PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 87 — Week Ending October 25, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. ($385.00/184)	Hours	24	2.0924	50.22	
3	Vacation Allowance		$50.22	3.00%	1.51	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		51.73	6.25%	3.23	
6	Workmen's Compensation Insurance		51.73	3.00%	1.55	
7	Public Liability and					
8	Property Damage Insurance		51.73	1.00%	.52	57.03
9	Personal Expenses					
10	J.E. Thomas, Inspector	Meals	5		6.15	
11	" " "	Lodging	1		2.50	8.65
12	Light and Running Repairs					
13	Motor Car Div.Engr.	Hours	8	0.07		.56
14	Depreciation					
15	Motor Car Div.Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	.19
19	Handling Cost Supplies		$ .19	5.00%		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 87					66.62

PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
in Accordance with Agreement Audit No. 88515 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 88 — Period Ending October 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) Engineering and Inspection					
2	Engr. Insp. ([illegible])	Hours	24	2.0924	50.22	
3	Vacation Allowance		$50.22	3.00%	1.51	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		51.73	6.25%	3.23	
6	Workmen's Compensation Insurance		51.73	3.00%	1.55	
7	Public Liability and					
8	Property Damage Insurance		51.73	1.00%	.52	57.03
9	Personal Expenses					
10	J.E. Thomas Insp.	Meals	5		5.75	
11	" " "	Lodging	2		7.00	12.75
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	.19
19	Handling Cost Supplies		.19	5.00%		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 88					70.72

PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 25515 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 89 Period Ending November 1, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

[illegible] PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88815 dated December [illegible], 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 90 — Week ending November 8, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engr. Insp. ([illegible])	Hours	16	2.5329	40.53	
3	Vacation Allowance		$40.53	3.00%	1.22	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		41.75	6.25%	2.61	
6	Workmen's Compensation Insurance		41.75	3.00%	1.25	
7	Public Liability and					
8	Property Damage Insurance		41.75	1.00%	.42	46.03
9	Personal Expenses					
10	J. A. Thomas, Insp.	Meals	5		5.45	
11	" " "	Lodging	1		3.50	8.95
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	.19
19	Handling Cost Supplies		.19	5.00%		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 90					55.92

[illegible] PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 91

Week Ending November 1[illegible], 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/152)					
3	Vacation Allowance	Hours	24	2.5329	60.79	
4	Railroad Retirement and		60.79	3.00%	1.82	
5	Unemployment Compensation Taxes					
6	Workmen's Compensation Insurance		62.61	6.25%	3.91	
7	Public Liability and		62.61	3.00%	1.88	
8	Property Damage Insurance					
			62.61	1.00%	.63	69.03
9	Personal Expenses					
10	J.[illegible] Thomas, Insp.					
11	" " "	Meals	5		5.90	
		Lodging	2		7.00	12.90
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline					
18	Oil	Gals.	1	0.16	.16	
19	Handling Cost Supplies	"	1/16	0.49	.03	.19
			.19	5.00%		.01
20	Total (1) Engineering and Inspection					
						82.87
21	(4) Accounting (Cost of Billing)					
22	Engr. Accountant (405.00/152)					
23	Vacation Allowance	Hours	4	2.6645	10.66	
24	Railroad Retirement and		10.66	3.00%	.32	
25	Unemployment Compensation Taxes					
26	Workmen's Compensation Insurance		10.98	6.25%	.69	
27	Public Liability and		10.98	3.00%	.33	
28	Property Damage Insurance					
			10.98	1.00%	.11	12.11
29	Total (4) Accounting (Cost of Billing)					
						12.11
30	Total Weekly Report Summary No. 91					
						94.98

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 92 Week Ending Nov. 22, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) Engineering and Inspection					
2	Engr. Inspector ($385.00/152)	hours	16	2.5329	40.53	
3	Vacation Allowance		40.53	3.00 c	1.22	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		41.75	6.25 c	2.61	
6	Workmen's Compensation Insurance		41.75	3.00 c	1.25	
7	Public Liability & Property Ins.		41.75	1.00 c	.42	
8						
9	Personal Expenses					46.03
10	J. E. Thomas-Inspector	Meals	5		5.75	
11	" " "	Lodging	1		3.50	9.25
12	Light and Running Repairs					
13	Motor Car Div. Engr.	hours	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	
19						.19
20	Handling Cost Supplies		.19	5.00 c		.01
21	Total (1) Engineering and Inspection and					
22	Total Weekly Report Summary No. 92					56.22

PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 93 — Period Ending November 29, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Emp. ([illegible])	Hours	8	2.5329	20.26	
3	Vacation Allowance		$20.26	3.00%	.61	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		20.87	6.25%	1.30	
6	Workmen's Compensation Insurance		20.87	3.00%	.63	
7	Public Liability and					
8	Property Damage Insurance		20.87	1.00%	.21	23.01
9	Total (1) Engineering and Inspection and					
10	Total Weekly Report Summary No. 93					23.01

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. [illegible]15 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 94 Period Ending November 30, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

Salem, Oregon December 26 ,1952

STATE OF OREGON

To Southern Pacific Company,65 Market St.,SanFrancisco 5,, Dr.
California

Project Bunker Hill-Delmar Section, Oregon Coast Highway

Highway Comm. Agreement No. RW 16946

Sub-Division No.

Ry. Company's Agreement No. Audit 88315

Estimate No. 6

Period Covered August & September, 1952

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 423555	3,064.50	3,064.50	
424525	122.95	122.95	
426790	187.85	187.85	
238793	310.18	310.18	
427212	1,086.46	1,086.46	
425833	1,638.43		1,638.43
Totals	6,410.37	4,771.94	1,638.43
Retained 10 %	641.04	477.19	163.85
Total Payments	5,769.33	4,294.75	1,474.58

Pay This Estimate $ 1,474.58

Computed by Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

8-52 100M

BILL COLLECTIBLE

8-156
(A.A.R. 206)

SOUTHERN PACIFIC LINES

Bill No. 425833
Quote above number when remitting

Month's Account [illegible]
Portland Division Dept. No. [illegible]
Date Made DEC 10 [illegible] 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION: [illegible]

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

425833

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction [illegible] at [illegible], Oregon
In Accordance with Agreement Audit No. [illegible], dated December 21, 1951
between the State of Oregon, State Highway Commission and
Southern Pacific Company

[illegible] ESTIMATE No. [illegible] August and September 1952

[illegible]	Total Work to Date (2)	Previous Estimates (3)	This Estimate (4)
1 Engineering and [illegible]	[illegible]	[illegible]	[illegible]
2 [illegible]	[illegible]	[illegible]	[illegible]
3 [illegible]	1,313.72	1,313.72	
4 [illegible]	[illegible]	[illegible]	[illegible]
5 [illegible]	[illegible]	[illegible]	[illegible]
6 Total	[illegible]	[illegible]	1,638.43
7 Total Estimate No. [illegible]			1,638.43

8 This Estimate is based on Weekly Report Summaries Nos. 73 to No. 83 incl.

S.F.O. 6-1042-784
12-16-52
$1,638.43

OK C.C. Dall
Res. Engr.

APPROVED
DIVISION ENGINEER

SOUTHERN PACIFIC COMPANY

[illegible]

Highway Construction Sumner Hill to Dalmar, Oregon
In Accordance with Agreement Audit No. [illegible] dated December 21, 19[illegible]
Between State of Oregon, State Highway Commission and
Southern Pacific Company

[illegible] No. 73 Period ending August 2, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Insp. ([illegible])	Hours	4	[illegible]	18.33	
3	Vacation Allowance		[illegible]	[illegible]	.55	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.88	6.25c	1.18	
6	Workmen's Compensation Insurance		18.88	[illegible]	.97	
7	Public Liability and					
8	Property Damage Insurance		18.88	1.00c	.19	20.82
9	[illegible]					
10	[illegible] Inspector	Meals	[illegible]		1.85	
11	" " "	[illegible]	1		5.29	7.14
12	Total (1) Engineering and Inspection					27.96
13	(2) FLAGGING AND WATCHING					
14	Laborer [illegible]	Hours	[illegible]	1.279	[illegible]	
15	" Overtime "	"	11-1/2	[illegible]	[illegible]	
16					37.35	
17	Vacation Allowance		[illegible]	[illegible]	.35	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		37.70	6.25c	2.36	
20	Workmen's Compensation Insurance		37.70	3.00c	1.13	
21	Public Liability and					
22	Property Damage Insurance		37.70	1.00c	.38	41.57
23	Total (2) Flagging and Watching					41.57
24	Total Weekly Report Summary No. 73					69.53

[illegible] PACIFIC COMPANY

[illegible]

Highway Construction [illegible] Hill to [illegible], Oregon
In Accordance with Agreement [illegible] No. [illegible] dated [illegible] 1, 1951
between State of Oregon, State Highway Commission and
Southern Pacific Company

[illegible] No. 74 — Week ending [illegible] 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) [illegible]						
2	[illegible] ([illegible])		Hours	36	[illegible]297	45.53	
3	Vacation Allowance			[illegible].83	3.00e	1.37	
4	Railroad Retirement and						
5	Unemployment Compensation Taxes			47.20	6.25e	[illegible].95	
6	Workmen's Compensation Insurance			47.20	[illegible]	1.42	
7	Public Liability and						
8	Property Damage Insurance			47.20	1.00e	.47	52.04
9	[illegible] Expenses						
10	J.H. Thomas Inspector		Meals	6		7.15	
11	" " "		Lodging	2		[illegible].75	13.90
12	Total (1) Engineering and Inspection						65.94
13	(2) [illegible]						
14	Foreman [illegible] (Overtime)	Sec.143	Hours	7-1/2	2.62	19.65	
15	Laborers	"	"	40	1.479	59.16	
16	" Overtime	"	"	51-1/2	[illegible].219	[illegible]	
17						[illegible].09	
18	Vacation Allowance			[illegible].16	[illegible]	1.77	
19	Railroad Retirement and						
20	Unemployment Compensation Taxes			[illegible].86	6.25e	[illegible].18	
21	Workmen's Compensation Insurance			[illegible].86	[illegible].00e	5.95	
22	Public Liability and						
23	Property Damage Insurance			[illegible].86	1.00e	1.95	[illegible]
24	[illegible]						
25	Motor Car	Sec.143	Hours	[illegible]			.14
26	[illegible]						
27	Motor Car	Sec.143	Days	1	0.18		.18
28	Supplies						
29	Gasoline		Gals.	1	0.16	.16	
30	Oil		"	1.06	[illegible]	.03	.19
31	Handling Cost Supplies			.19	5.00e		.01
32	Total (2) Flagging and Watching						[illegible]
	Total Weekly Report Summary No. 74						[illegible].30

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 31, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 75 — Week Ending August 16, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Insp. (295.00/1--)	Hours	28	2.2917	64.17	
3	Vacation Allowance		$64.17	3.00%	1.93	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		66.10	6.25%	4.13	
6	Workmen's Compensation Insurance		66.10	3.00%	1.98	
7	Public Liability and					
8	Property Damage Insurance		66.10	1.00%	.66	72.87
9	Personal Expenses					
10	J.M. Thomas Inspector	Meals	6		8.65	
11	" " "	Lodging	2		7.00	
12	" " "	Bus	2		7.82	23.47
13	Light and Running Repairs					
14	Motor Car Div. Engr.	Hours	16	0.07		1.12
15	Depreciation					
16	Motor Car Div. Engr.	Days	2	0.18		.36
17	Supplies					
18	Gasoline	Gals.	2	0.16	.32	
19	Oil	"	1/16	0.49	.03	.35
20	Handling Cost Supplies		0.35	5.00%		.02
21	Total (1) Engineering and Inspection					98.19
22	(2) FLAGGING AND WATCHING					
23	Foreman $295.66 (Overtime) Sec.143	Hours	10-1/2	2.62	27.51	
24	Laborers "	"	28	1.479	41.41	
25	" Overtime "	"	42	2.219	93.20	
26					162.12	
27	Vacation Allowance		$41.41	3.00%	1.24	
28	Railroad Retirement and					
29	Unemployment Compensation Taxes		163.36	6.25%	10.21	
30	Workmen's Compensation Insurance		163.36	3.00%	4.90	
31	Public Liability and					
32	Property Damage Insurance		163.36	1.00%	1.63	180.10
33	Total (2) Flagging and Watching					180.10

Sheet 2 of 2 sheets

PROJECT: Highway Construction [illegible] to [illegible], Oregon

WEEKLY REPORT SUMMARY No. 75

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(A) ACCOUNTING (Cost of Billing)					
2	Junior Engr. ([illegible]/Mo.)	Hours	12	2.1726	26.07	
3	Vacation Allowance		26.07	3.00%	.78	
4	Railroad Retirement [illegible]					
5	Unemployment Compensation Taxes		26.85	6.25%	1.68	
6	Workmen's Compensation Insurance		26.85	3.00%	.81	
7	Property Damage Insurance		26.85	1.00%	.27	29.61
8	Total (A) Accounting (Cost of Billing)					29.61
9	Total Weekly Report Summary No. 75					[illegible].10

Sheet 1 of 2 sheets

[illegible] PACIFIC COMPANY

[illegible]

Highway Construction [illegible] Hill to [illegible], Oregon
In Accordance with Agreement [illegible] No. [illegible]315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

[illegible] No. 7[illegible]

Week Ending August 22, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) Engineering and Inspection						
2	Engr. Insp. (385.00/168)		Hours	28	2.2917	64.17	
3	Vacation Allowance			64.17	3.00%	1.93	
4	Railroad Retirement and						
5	Unemployment Compensation Taxes			66.10	6.25%	4.13	
6	Workmen's Compensation Insurance			66.10	3.00%	1.98	
7	Public Liability and						
8	Property Damage Insurance			66.10	1.00%	.66	72.87
9	Personal Expenses						
10	*J.E. Thomas Inspector		Meals	8		8.95	
11	" " "		Lodging	2		7.00	
12	" " "		[illegible]	2		7.82	23.77
13	*Note: Amount per daily reports in agreement with voucher issued in payment.						
14	Light and Running Repairs						
15	Motor Car	Div. Engr.	Hours	16	0.07		1.12
16	Depreciation						
17	Motor Car	Div. Engr.	Days	2	0.18		.36
18	Supplies						
19	Gasoline		Gals	2	0.16	.32	
20	Oil		"	1/10	[illegible]	.03	.35
21	Handling Cost Supplies			[illegible].35	5.00%		.02
							98.49
22	Total (1) Engineering and Inspection						
23	(2) Flagging and Watching						
24	Laborers	Sec.143	Hours	32	1.479	47.33	
25	" Overtime	"	"	38-1/2	2.219	85.43	
26						132.76	
27	Vacation Allowance			47.33	3.00%	1.42	
28	Railroad Retirement and						
29	Unemployment Compensation Taxes			134.18	6.25%	8.39	
30	Workmen's Compensation Insurance			134.18	3.00%	4.03	
31	Public Liability and						
32	Property Damage Insurance			134.18	1.00%	1.34	147.94
33	Total (2) Flagging and Watching						147.94

Sheet 2 of 2 sheets

PROJECT: Highway Construction [illegible]

WEEKLY REPORT SUMMARY No. 76

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(A) ACCOUNTING (Cost of Billing)					
2	Junior Engr. ($365.00/168)	Hours	8	2.1726	17.38	
3	Vacation Allowance		$17.38	3.00%	.52	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		17.90	6.25%	1.12	
6	Workmen's Compensation Insurance		17.90	3.00%	.54	
7	Public Liability and					
8	Property Damage Insurance		17.90	1.00%	.18	19.74
9	Total (A) Accounting (Cost of Billing)					19.74
10	Total Weekly Report Summary No. 76					264.17

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction [illegible] Hill to [illegible], Oregon
In Accordance with Agreement Audit No. [illegible] dated December 21, 1951
between State of Oregon, State Highway Commission and
Southern Pacific Company

Weekly Report Summary No. 77 — Week Ending August 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Railway Inspector ([illegible])	Hours	[illegible] 2	[illegible]	[illegible].02	
3	Vacation Allowance		[illegible]	[illegible]	1.[illegible]	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		[illegible]	6.25%	[illegible].06	
6	Workmen's Compensation Insurance		[illegible]	[illegible]	1.95	
7	Public Liability and					
8	Property Damage Insurance		[illegible]	[illegible]	.[illegible]	71.97
9	Personal Expenses					
10	J.A. [illegible] Inspector					
11	" " "	Meals	6		8.40	
12	" " "	Lodging	2		7.00	
		[illegible]			7.[illegible]	[illegible].22
13	[illegible]					
14	Motor Car Div. [illegible].	Hours	16	0.07		1.12
15	Depreciation					
16	Motor Car Div. [illegible].	Days	2	0.18		.36
17	Supplies					
18	Gasoline	Gals.	2	0.16	.32	
19	Oil	"	1/6	0.49	.03	.35
20	Handling Cost Supplies		.35	5.00%		.02
21	Total (1) Engineering and Inspection					[illegible].04
22	(2) FLAGGING AND WATCHING					
23	Laborers (Overtime) [illegible]	Hours	9	2.219	19.97	
24	Vacation Allowance		-		-	
25	Railroad Retirement and					
26	Unemployment Compensation Taxes		19.97	6.25%	1.25	
27	Workmen's Compensation Insurance		19.97	[illegible]	.60	
28	Public Liability and					
29	Property Damage Insurance		19.97	1.00%	.20	22.02
30	Total (2) Flagging and Watching					22.02
31	Total Weekly Report Summary No. 77					118.06

SOUTHERN PACIFIC COMPANY

[illegible] REPORT OF FORCE ACCOUNT WORK

Highway construction Bunker Hill to Delmar, Oregon
In accordance with Agreement Audit No. [illegible] dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

PARTIAL PAYMENT REPORT No. 7 — Period Ending August 31, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

[illegible]

[illegible]

[illegible]

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance With Agreement Audit No. 88315 dated December 21, 1941
Between State of Oregon, State Highway Commission and
Southern Pacific Company

Weekly Report Summary No. 79 — Period Ending September 6, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING AND INSPECTION					
2	Engr. Inspector $385.00/168 hrs.	Hours	24	2.2917	55.00	
3	Vacation Allowance		55.00	3.00%	1.65	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		56.65	6.25%	3.54	
6	Workman's Compensation Insurance		56.65	3.00%	1.70	
7	Public Liability and					
8	Property Damage Insurance		56.65	1.00%	.57	62.46
9	Personal Expenses					
10	J. [illegible] Thomas Inspector	Meals	6		5.15	
11	" "	Lodging	1		3.50	
12	" "	Bus	9		5.76	14.41
13	Total (3) Engineering and Inspection					76.87
14	(4) ACCOUNTING (COST OF BILLING)					
15	Junior Engr. $365.00/168 hrs.		8	2.1726	17.38	
16	Vacation Allowance		17.38	3.00%	.52	
17	Railroad Retirement and					
18	Unemployment Compensation Taxes		17.90	6.25%	1.12	
19	Workman's Compensation Insurance		17.90	3.00%	.54	
20	Public Liability and					
21	Property Damage Insurance		17.90	1.00%	.18	19.74
22	Total (4) Accounting (Cost of Billing)					19.74
23	Total Weekly Report Summary No. 79					96.61

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to [illegible], Oregon
In accordance with Agreement Audit No. 49715 dated December 21, 1951
between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 23

Week Ending September 13, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
(1) ENGINEERING AND INSPECTION					
Engr. Inspector [illegible]/168 hrs.	Hours	32	2.2917	73.33	
Vacation Allowance					
Railroad Retirement and Unemployment Compensation Taxes		$73.33	3.00%	2.20	
Workmen's Compensation Insurance		75.53	6.25%	4.72	
Public Liability and		75.53	3.00%	2.27	
Property Damage Insurance		75.53	1.00%	.76	83.28
Personal Expenses					
[illegible] Thomas Inspector	Meals	10		11.35	
" "	Lodging	3		10.50	21.85
Total (1) Engineering and Inspection					105.13
(5) REPAIR TO DAMAGED TRACK					
Foreman [illegible]/168 hrs. Sect. 143	Hours	8	1.7599	14.08	
Laborers " "	"	32	1.479	47.33	
				61.41	
Vacation Allowance					
Railroad Retirement and Unemployment Compensation Taxes		$61.41	3.00%	1.84	
Workmen's Compensation Insurance		63.25	6.25%	3.95	
Public Liability and		63.25	3.00%	1.90	
Property Damage Insurance		63.25	1.00%	.63	69.73
Light and Running Repairs					
Motor Car	Sect. 143 Hours	8	0.07		.56
Depreciation					
Motor Car	Sect. 143 Days	1	0.18		.18
Supplies					
Gasoline	Gals.	1	0.16	.16	
Oil	"	1/16	[illegible]	.03	.19
Handling Cost Supplies		.19	5.00%		.01
Total (5) Repair to damaged track					70.67
Total Weekly Report Summary No. 23					175.80

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 28315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 81 — Week Ending September 20, 195[illegible]

		Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1)	Engineering and Inspection					
2		Engr. inspector 385.00/168 hrs.	Hours	32	2.2917	73.33	
3		Vacation Allowance		73.33	3.00%	2.20	
4		Railroad Retirement and					
5		Unemployment Compensation Taxes		75.53	6.25%	4.72	
6		Workmen's Compensation Insurance		75.53	3.00%	2.27	
7		Public Liability and					
8		Property Damage Insurance		75.53	1.00%	.76	83.28
9		Personal Expenses					
10		J.E. Thomas Inspector	Meals	10		11.55	
11		" "	Lodging	3		10.50	22.05
12		Total (1) Engineering and Inspection					105.33
13	(5)	Repair to Damaged Track					
14		Foreman 295.68/168 hrs. Sect. 142	Hours	4	1.7600	7.04	
15		Laborers	"	20	1.479	29.58	
16						36.62	
17		Vacation Allowance		36.62	3.00%	1.10	
18		Railroad Retirement and					
19		Unemployment Compensation Taxes		37.72	6.25%	2.36	
20		Workmen's Compensation Insurance		37.72	3.00%	1.13	
21		Public Liability and					
22		Property Damage Insurance		37.72	1.00%	.38	41.59
23		Light and Running Repairs					
24		Motor Car Sect. 142	Hours	4	0.07		.28
25		Depreciation					
26		Motor Car Sect. 142	Days	1	0.18		.18
27		Supplies					
28		Gasoline	Gals.	1	0.16	.16	
29		Oil	"	1/16	0.49	.03	.19
30		Handling Cost Supplies		.19	5.00%		.01
31		Total (5) Repair to damaged track					42.25
32		Total Weekly Report Summary No. 81					147.58

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Belmar, Oregon
In Accordance with Agreement Audit No. 98315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT [illegible] No. 52 **Week Ending September 27, 1952**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
(1) ENGINEERING AND INSPECTION					
Engr. Inspector 385.00/168 hrs.	Hours	32	2.2917	73.33	
Vacation Allowance		73.33	3.00%	2.20	
Railroad Retirement and Unemployment Compensation Taxes		75.53	6.25%	4.72	
Workmen's Compensation Insurance		75.53	3.00%	2.27	
Public Liability and Property Damage Insurance		75.53	1.00%	.76	83.28
Personal Expenses					
J. E. Thomas Inspector	Meals	10		11.00	
	Lodging	3		10.50	21.50
Light and Running Repairs					
Motor Car Div. Engr.	Hours	8	0.07		.56
Depreciation					
Motor Car Div. Engr.	Day	1	0.18		.18
Supplies					
Gasoline	Gals.	1	0.16	.16	
Oil	"	1/32	0.49	.02	.18
Handling Cost Supplies		.18	5.00%		.01
Total (1) Engineering and Inspection					105.71
(5) REPAIR TO [illegible] TRACK					
Foreman 295.66/168 hrs. Sect. 142	Hours	4	1.7599	7.04	
Laborers " " "	"	20	1.479	29.58	
				36.62	
Vacation Allowance		36.62	3.00%	1.10	
Railroad Retirement and Unemployment Compensation Taxes		37.72	6.25%	2.36	
Workmen's Compensation Insurance		37.72	3.00%	1.13	
Public Liability and Property Damage Insurance		37.72	1.00%	.38	41.59

[illegible] PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. ##315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 82 — Week Ending September 27, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Light and Running Repairs						
2	Motor Car	Sect. 143	Hours	4	0.07		.28
3	Depreciation						
4	Motor Car	Sect. 143	Days	1	0.18		.18
5	Supplies						
6	Gasoline		Gals.	1	0.16	.16	
7	Oil		"	1/16	0.49	.03	.19
8	Handling Cost Supplies			.19	5.00%		.01
9	Total (5) Repair to damaged track						42.25
10	Total Weekly Report Summary No. 81						147.96

[illegible] PACIFIC COMPANY

[illegible]

Highway Construction Bunker Hill, to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

[illegible] No. 23 Period Ending September 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Inspector 385.00/168 hrs.	Hours	8	2.2917	18.33	
3	Vacation Allowance		18.33	3.00%	.55	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.88	6.25%	1.18	
6	Workmen's Compensation Insurance		18.88	3.00%	.57	
7	Public Liability and					
8	Property Damage Insurance		18.88	1.00%	.19	20.82
9	Personal Expenses					
10	J.W. Thomas Inspector					
11		Meals	2		2.60	
		Lodging	1		3.30	5.90
12	Total (1) Engineering and Inspection and total weekly report summary no. 23					26.72

Salem, Oregon November 24, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market St., San Francisco, California

Project Bunker Hill-Delmar Section,

Oregon Coast Highway

Highway Comm. Agreement No. HW 16946

Sub-Division No.

Ry. Company's Agreement No. Audit 88315

Estimate No. 5

Period Covered July 1951

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 423555	3,064.50	3,064.50	
Bill No. 424525	122.95	122.95	
Bill No. 426790	187.85	187.85	
Bill No. 238793	310.18	310.18	
Bill No. 427212	1,086.46	-0-	1,086.46
Totals	4,771.94	3,685.48	1,086.46
Retained 10 %	477.19	368.55	108.64
Total Payments	4,294.75	3,316.93	977.82

Pay This Estimate $ 977.82

Computed by ____ Checked by ____

Approved Field Engr. ____

Previous Voucher No. ____

Approved:

Bridge Office Engineer

5-51-100M

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. 42[illegible]2

Quote above number when remitting

Month's Account [illegible]

[illegible]land Division

Dept. No.

Date Made NOV 10 1952 19

To SOUTHERN PACIFIC COMPANY. Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

C W Sheppard

DISTRIBUTION:

[illegible]

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

RECEIVED
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OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

212

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 68315, dated December 21, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

G.M.O. 50793 ESTIMATE No. 5 July 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	Estimate (4)
1 Engineering and Inspection	1,312.71	1,027.70	285.01
2 Flagging and Watching	1,683.26	1,051.34	631.92
3 Telegraph	1,313.78	1,313.78	-
4 Accounting (Cost of Billing)	292.66	292.66	
5 Repair to damaged track	169.53	-	169.53
6 Total	4,771.94	3,685.48	1,086.46
7 Total Estimate No. 5			1,086.46

8 This Estimate is based on Weekly Report Summaries No. 68 to No. 72 Incl.

O.K. S.F.O. #284
6-1042 - 284
$1,086.46

Ok 11-20-1952
C.C. Hall
Res. Engr.

APPROVED
DIVISION ENGINEER

ERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between States Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.68 Period Ending July 5, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector 385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00c	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25c	1.13	
6	Workmen's Compensation Insurance		18.03	3.00c	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00c	.18	19.88
9	Personal Expenses					
10	J. E. Thomas Inspector	Meals	3		3.60	
11	" " "	Hotel	1		4.00	7.60
12	Total (1) Engineering-Inspection					27.48
13	(2) FLAGGING AND WATCHING					
14	Laborers Sec.143	Hours	16	1.479	23.66	
15	" Overtime "	"	22-1/2	2.219	49.93	
16					73.59	
17	Vacation Allowance		$23.66	3.00c	.71	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		74.30	6.25c	4.64	
20	Workmen's Compensation Insurance		74.30	3.00c	2.23	
21	Public Liability and					
22	Property Damage Insurance		74.30	1.00c	.74	81.91
23	Total (2) Flagging and Watching					81.91
24	Total Weekly Report Summary No. 68					109.39

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88215 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 69 — Week Ending July 12, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING-INSPECTION					
2	Engr, Inspector (385.00/176)	Hour	12	2.1875	26.25	
3	Vacation Allowance		$26.25	3.00%	.79	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		27.04	6.25%	1.69	
6	Workmen's Compensation Insurance		27.04	3.00%	.81	
7	Public Liability and					
8	Property Damage Insurance		27.04	1.00%	.27	29.81
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	4		4.25	
11	" " "	Hotel	1		3.00	7.25
12	Total (1) Engineering-Inspection					37.06
13	(2) FLAGGING AND WATCHING					
14	Laborers Sect.143	Hours	40	1.479	59.16	
15	" Overtime "	"	64-1/2	2.219	143.13	
16					202.29	
17	Vacation Allowance		$59.16	3.00%	1.77	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		204.06	6.25%	12.75	
20	Workmen's Compensation Insurance		204.06	3.00%	6.12	
21	Public Liability and					
22	Property Damage Insurance		204.06	1.00%	2.04	224.97
23	Total (2) Flagging and Watching					224.97
24	Total Weekly Report Summary No. 69					262.03

Southern Pacific Company

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21,1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.70 Week Ending July 19,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector (385.00/176)	Hours	20	2.1875	43.75	
3	Vacation Allowance		$43.75	3.00%	1.31	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		45.06	6.25%	2.82	
6	Workmen's Compensation Insurance		45.06	3.00%	1.35	
7	Public Liability and					
8	Property Damage Insurance		45.06	1.00%	.45	49.68
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	5		5.55	
11	" " "	Hotel	1		3.50	
12	" " "	Bus	2		7.76	16.81
13	Total (1) Engineering-Inspection					66.49
14	(2) FLAGGING AND WATCHING					
15	Laborers Sec.143	Hours	32	1.479	47.33	
16	" Overtime "	"	58-1/2	2.219	129.81	
17					177.14	
18	Vacation Allowance		$47.33	3.00%	1.42	
19	Railroad Retirement and					
20	Unemployment Compensation Taxes		178.56	6.25%	11.16	
21	Workmen's Compensation Insurance		178.56	3.00%	5.36	
22	Public Liability and					
23	Property Damage Insurance		178.56	1.00%	1.79	196.87
24	Total (2) Flagging and Watching					196.87
25	Total Weekly Report Summary No. 70					263.36

UTHERN PACIFIC COMPANY t 1 of 2 sheets

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.71 Week Ending July 26, 1953

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) ENGINEERING - INSPECTION						
2	Engr. Inspector (385.00/176)		Hours	28	2.1875	61.25	
3	Vacation Allowance			$61.25	3.00c	1.84	
4	Railroad Retirement and						
5	Unemployment Compensation Taxes			63.09	6.25c	3.94	
6	Workmen's Compensation Insurance			63.09	3.00c	1.89	
7	Public Liability and						
8	Property Damage Insurance			63.09	1.00c	.63	69.55
9	Personal Expenses						
10	J.E. Thomas Inspector		Meals	8		9.00	
11	" " "		Hotel	2		7.00	16.00
12	Light and Running Repairs						
13	Motor Car		Hours	8	0.07		.56
14	Depreciation						
15	Motor Car		Days	1	0.18		.18
16	Supplies						
17	Gasoline		Gals.	2	0.16	.32	
18	Oil		"	1/8	0.49	.06	.38
19	(Quantity reported on daily report)						
20	Handling Cost, Supplies			$.38	5.00c		.02
21	Total (1) Engineering - Inspection						86.69
22	(2) FLAGGING AND WATCHING						
23	Laborers	Sec.143	Hours	4	1.479	5.92	
24	" Overtime	"	"	2-1/2	2.219	5.55	
25						11.47	
26	Vacation Allowance			$ 5.92	3.00c	.18	
27	Railroad Retirement and						
28	Unemployment Compensation Taxes			11.65	6.25c	.73	
29	Workmen's Compensation Insurance			11.65	3.00c	.35	
30	Public Liability and						
31	Property Damage Insurance			11.65	1.00c	.12	12.85
32	Total (2) Flagging and Watching						12.85

Sheet 2 of 2 sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

WEEKLY REPORT SUMMARY No. 71

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(5) REPAIR DAMAGED TRACKS						
2	Foreman (295.66/176)	Sec.143	Hours	24	1.6799	40.32	
3	Laborers	"	"	72	1.479	106.49	
						146.81	
4	Vacation Allowance			$ 146.81	3.00c	4.40	
5	Railroad Retirement and						
6	Unemployment Compensation Taxes			151.21	6.25c	9.45	
7	Workmen's Compensation Insurance			151.21	3.00c	4.54	
8	Public Liability and						
9	Property Damage Insurance			151.21	1.00c	1.51	166.71
10	Light and Running Repairs						
11	Motor Car	Sec.143	Hours	24	0.07		1.68
12	Depreciation						
13	Motor Car	Sec.143	Days	3	0.18		.54
14	Supplies						
15	Gasoline		Gals	3	0.16	.48	
16	Oil		"	3/16	0.49	.09	.57
17	Handling Cost Supplies			$ .57	5.00c		.03
18	Total (5) Repair Damaged Track						169.53
19	Total Weekly Report Summary No. 71						269.07

[illegible]UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 8 315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.72 Period Ending July 31,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector (385.00/176)	Hours	20	2.1875	43.75	
3	Vacation Allowance		$43.75	3.00e	1.31	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		45.06	6.25e	2.82	
6	Workmen's Compensation Insurance		45.06	3.00e	1.35	
7	Public Liability and					
8	Property Damage Insurance		45.06	1.00e	.45	49.68
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	6		7.00	
11	" " "	Hotel	2		7.00	
12	" " "	Bus	1		2.47	16.47
13	Light and Running Repairs					
14	Motor Car	Hour	8	0.07		.56
15	Depreciation					
16	Motor Car	Days	1	0.18		.18
17	Supplies					
18	Gasoline	Gals	2	0.16	.32	
19	Oil	"	1/8	0.49	.06	.38
20	Handling Cost Supplies		$.38	5.00e		.02
21	Total (1) Engineering-Inspection					67.29
22	(2) FLAGGING AND WATCHING					
23	Foreman (Overtime) Sec.143	Hours	2-2/3	2.62	6.99	
24	Laborers "	"	16	1.479	23.66	
25	" Overtime "	"	33	2.219	73.23	
26					103.88	
27	Vacation Allowance		$ 23.66	3.00e	.71	
28	Railroad Retirement and					
29	Unemployment Compensation Taxes		104.59	6.25e	6.54	
30	Workmen's Compensation Insurance		104.59	3.00e	3.14	
31	Public Liability and					
32	Property Damage Insurance		104.59	1.00e	1.05	115.32
33	Total (2) Flagging and Watching					115.32
34	Total Weekly Report Summary No. 72					182.6

Salem, Oregon November 18, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market St., San Francisco 5, California

Project Bunker Hill-Delmar Section Oregon Coast Highway

Highway Comm. Agreement No. [illegible] 16946

Sub-Division No. –

Ry. Company's Agreement No. Not Assigned

Estimate No. 4

Period Covered June 1952

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 423555	3,064.50	3,064.50	
Bill No. 424525	122.95	122.95	
Bill No. 426790	187.85	187.85	
Bill No. 238793	310.18	-0-	310.18
Totals	3,685.48	3,375.30	310.18
Retained 10 %	368.55	337.53	31.02
Total Payments	3,316.93	3,037.77	279.16

Pay This Estimate $279.16

Computed by ________ Checked by ________

Approved Field Engr. ________

Previous Voucher No. ________

Approved:

Bridge Office Engineer

5-53-100M

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. [illegible]793

Quote above number when remitting

Month's Account September 1952

Portland Division

Dept. No. J-715

Date Made SEP 9 1952

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon.

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor and material furnished in connection with highway construction - Bunker Hill to Delmar, Oregon. Per provisions of agreement in course of preparation. Estimate No. 4, June, 1952 I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with, and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements By CW Sheppard Chief Clerk		$ 310.18

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

238793

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between The State of Oregon, State Highway Commission and
Southern Pacific Company

G.M.O. 50793 **ESTIMATE No. 4** June 1952

	Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
		$	$	$
1	Engineering and Inspection	1,027.70	1,027.70	-
2	Flagging and Watching	1,051.34	741.16	310.18
3	Telegraph	1,313.78	1,313.78	-
4	Accounting (Cost of Billing)	292.66	292.66	-
5	Total	3,685.48	3,375.30	310.18
6	Total Estimate No. 4			310.18

7 This Estimate is based on Weekly Report Summaries Nos. 63 to 67 Incl.

10-20-52
C-1042-284
OK $310.18

C. C. Gall
Res. Eng.

APPROVED
DIVISION ENGINEER

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit #88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 63 Week Ending June 7, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman, Overtime Sec.143	Hours	1-1/2	2.59	3.89	
3	Laborers "	"	32	1.459	46.69	
4	* " Overtime "	"	41-1/2	2.189	90.84	
5					141.42	
6	Vacation Allowance		$46.69	3.00 %	1.40	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		142.82	6.25 %	8.93	
9	Workmen's Compensation Insurance		142.82	3.00 %	4.28	
10	Public Liability and					
11	Property Damage Insurance		142.82	1.00 %	1.43	157.46
12	Total (2) Flagging and Watching and					
13	Total Weekly Report Summary No. 63					157.46

14 * Total hours from daily reports.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit #88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 64 **Week Ending June 14, 1952**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman, Overtime Sec.143	Hours	7-1/2	2.59	19.43	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		$19.43	6.25 c	1.21	
5	Workmen's Compensation Insurance		19.43	3.00 c	.58	
6	Public Liability and					
7	Property Damage Insurance		19.43	1.00 c	.19	21.41
8	Total (2) Flagging and Watching and					
9	Total Weekly Report Summary No. 64					21.41

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit #88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 65 Week Ending June 21, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman (292.27/168) Sec. 143	Hours	2-2/3	1.7397	4.64	
3	" Overtime "	"	5	2.59	12.95	
4					17.59	
5	Vacation Allowance		4.64	3.00 c	.14	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		17.73	6.25 c	1.11	
8	Workmen's Compensation Insurance		17.73	3.00 c	.53	
9	Public Liability and					
10	Property Damage Insurance		17.73	1.00 c	.18	19.55
11	Light and Running Repairs					
12	Motor Car Sec. 143	Hours	3	.07		.21
13	Depreciation					
14	Motor Car Sec. 143	Days	1	.18		.18
15	Supplies Motor Car Sect. 143					
16	Gasoline	Gals.	1	.16	.16	
17	Oil	"	1/8	.49	.06	.22
18	Handling Cost Supplies		.22	5.00 c		.01
19	Total (2) Flagging and Watching and					
20	Total Weekly Report Summary No. 65					20.17

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 08315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 66 — Week Ending June 28, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman (292.27/168) Sect. 143	Hours	16	1.7397	27.84	
3	Laborers "	"	48	1.459	70.03	
4					97.87	
5	Vacation Allowance		$97.87	3.00 %	2.94	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		100.81	6.25 %	6.30	
8	Workmen's Compensation Insurance		100.81	3.00 %	3.02	
9	Public Liability and					
10	Property Damage Insurance		100.81	1.00 %	1.01	111.14
11	Total (2) Flagging and Watching and					
12	Total Weekly Report Summary No. 66					111.14

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 67 Period Ending June 30, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Hour (4)	Amount (5)	Total (6)

NOTHING TO REPORT

Salem, Oregon Sept. 30, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market Street, San Francisco 5, California

Project Bunker Hill-Delmar Section-- Oregon Coast Highway

Highway Comm. Agreement No. RW 16946

Sub-Division No.

Ry. Company's Agreement No. Not Assigned

Estimate No. 3

Period Covered April & May, 1952

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 423555	3,064.50	3,064.50	
Bill No. 424525	122.95	122.95	
Bill No. 426790	187.85		187.85
Totals	3,375.30	3,187.45	187.85
Retained 10 %	337.53	318.75	18.78
Total Payments	3,037.78	2,868.70	169.07

Pay This Estimate $ 169.07

Computed by

Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

G S Gardner

Bridge Office Engineer

5-51-100M

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. 423790

Quote above number when remitting

Month's Account AUGUST 1952

Date Made [illegible] Dept. No. [illegible] 19

To SOUTHERN PACIFIC COMPANY. Dr. SEP 9 1952

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION: [illegible]

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

420790

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between The State of Oregon, State Highway Commission and
Southern Pacific Company

G.M.O. 50793 **ESTIMATE No. 3** March, April and May 1952

	Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
		$	$	$
1	Engineering and Inspection	1,027.70	1,027.70	-
2	Flagging and Watching	741.16	592.78	148.38
3	Telegraph	1,313.78	1,313.78	-
4	Accounting (Cost of Billing)	292.66	253.19	39.47
5	Total	3,375.30	3,187.45	187.85
6	Total Estimate No. 3			187.85

7 This Estimate is based on Weekly Report Summaries Nos. 47 to 62 Incl.

OK 9/26/52
6-1042-284

C. C. Gall
Res. Eng.

APPROVED
DIVISION ENGINEER

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to [illegible], Oregon
In Accordance with Agreement Audit No. 8315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 47 Period Ending March 1, 1952
" " " " 48 Week " " 8, 1952
" " " " 49 " " " 15, 1952
" " " " 50 " " " 22, 1952
" " " " 51 " " " 29, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

..THERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Belmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 52 Period Ending March 11, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(2) FLAGGING AND WATCHING					
2	Foreman (Overtime) Sect. 143	Hours	6	2.60	15.60	
3	Laborers " "	"	12	2.204	26.45	
4					42.05	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		$42.05	6.25 %	2.63	
7	Workmen's Compensation Insurance		42.05	3.00 %	1.26	
8	Public Liability and					
9	Property Damage Insurance		42.05	1.00 %	.42	46.36
10	Total (2) Flagging and Watching and					
11	Total Weekly Report Summary No. 52					46.36

ERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. A8315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 53	Period	Ending	April	5, 1952
" " " " 54	Week	"	"	12, 1952
" " " " 55	"	"	"	19, 1952
" " " " 56	"	"	"	26, 1952
" " " " 57	Period	"	"	30, 1952
" " " " 58	"	"	May	3, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 59 — Week Ending May 10, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Laborers Sect. 143	Hours	8	1.459	11.67	
3	Vacation Allowance		$11.67	3.00 %	.35	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		12.02	6.25 %	.75	
6	Workmen's Compensation Insurance		12.02	3.00 %	.36	
7	Public Liability and					
8	Property Damage Insurance		12.02	1.00 %	.12	13.25
9	Total (2) Flagging and Watching					13.25
10	(4) ACCOUNTING (Cost of Billing)					
11	Junior Engineer 365.00/168	Hours	16	2.1726	34.76	
12	Vacation Allowance		$34.76	3.00 %	1.04	
13	Railroad Retirement and					
14	Unemployment Compensation Taxes		35.80	6.25 %	2.24	
15	Workmen's Compensation Insurance		35.80	3.00 %	1.07	
16	Public Liability and					
17	Property Damage Insurance		35.80	1.00 %	.36	39.47
18	Total (4) Accounting (Cost of Billing)					39.47
19	Total Weekly Report Summary No. 59					52.72

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 60 | Week Ending May 17, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Laborers Sect. 163	Hours	16	1.459	23.34	
3	Vacation Allowance		$23.34	3.00 %	.70	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		24.04	6.25 %	1.50	
6	Workmen's Compensation Insurance		24.04	3.00 %	.72	
7	Public Liability and					
8	Property Damage Insurance		24.04	1.00 %	.24	26.50
9	Total (2) Flagging and Watching and					
10	Total Weekly Report Summary No. 60					26.50

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 61 — Week Ending May 24, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(2) FLAGGING AND WATCHING						
2	Foreman (Overtime)	Sect. 143	Hours	2-2/3	2.59	6.91	
3	Laborers	"	"	16	1.459	23.34	
4	" (Overtime)	"	"	8-1/2	2.189	18.61	
5						48.86	
6	Vacation Allowance			$23.34	3.00 %	.70	
7	Railroad Retirement and						
8	Unemployment Compensation Taxes			49.56	6.25 %	3.10	
9	Workmen's Compensation Insurance			49.56	3.00 %	1.49	
10	Public Liability and						
11	Property Damage Insurance			49.56	1.00 %	.50	54.65
12	Total (2) Flagging and Watching and						
13	Total Weekly Report Summary No. 61						54.65

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 62 — Week Ending May 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman Sect. 143	Hours	2-2/3	2.59	6.91	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		$6.91	6.25 c	.43	
5	Workmen's Compensation Insurance		6.91	3.00 c	.21	
6	Public Liability and					
7	Property Damage Insurance		6.91	1.00 c	.07	7.62
8	Total (2) Flagging and Watching and					
9	Total Weekly Report Summary No. 62					7.62

Salem, Oregon July 3, 1952

STATE OF OREGON

To Southern Pacific Co., Dr.

65 Market St., San Francisco 5, California

Project Bunker Hill - Delmar

Section of Oregon Coast Highway

Highway Comm. Agreement No. SP File 16946

Sub-Division No.

Estimate No. 2

Ry. Company's Agreement No. Not assigned

Prefix & Acct. No. 6 1042

Period Covered Dec. 1951, Jan. & Feb. 1952

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 423555	3,064.50	3,064.50	-0-
Bill 424525	122.95	-0-	122.95
Totals	3,187.45	3,064.50	122.95
Retained 10 %	318.75	306.45	12.30
Total Payments	2,868.70	2,758.05	110.65

Pay This Estimate $ 110.65

Computed by ____________ Checked by ____

Approved Field Engr. ____________

Previous Voucher No. ____________

Approved:

Bridge Office Engineer

5-51-100M

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. 421425

Quote above number when remitting

Month's Account

Dept. No.

Date Made 19

To SOUTHERN PACIFIC COMPANY. Dr. JUN 10 1952

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION:

Ok 6-25-52
C C Ball
Res Engr

6 **APPROVED** 385

DIVISION ENGINEER

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

24425

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between That State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 2 — December 1951 and January and February 1952

	Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
1	Engineering and Inspection	1,027.70	1,027.70	-
2	Flagging and Watching	592.78	558.85	33.93
3	Telegraph	1,313.78	1,313.78	-
4	Accounting (Cost of Billing)	253.19	164.17	89.02
5	Total	3,187.45	3,064.50	122.95
6	Total Estimate No. 2			122.95

7 This Estimate is based on Weekly Report Summaries Nos. 31 to 46 Incl.
8 Supplement No. 1 to " " " Nos. 26 and 27

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Belmar, Oregon
In Accordance with Agreement Audit No. 23315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 31 Period Ending December 1, 1951
" " " " 32 Week " " 8, 1951

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 33 Week Ending December 15, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engineer (345.00/160)	Hours	28	2.1563	60.38	
3	Vacation Allowance		$60.38	3.00 c	1.81	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		62.19	6.25 c	3.89	
6	Workmen's Compensation Insurance		62.19	3.00 c	1.87	
7	Public Liability and					
8	Property Damage Insurance		62.19	1.00 c	.62	
9						68.57
10	Total (4) Accounting (Cost of Billing) and					
11	Total Weekly Report Summary No. 33					68.57

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY	REPORT	SUMMARY	No.	34	Week	Ending	December	22, 1951
"	"	"	"	35	"	"	"	29, 1951
"	"	"	"	36	Period	"	"	31, 1951
"	"	"	"	37	"	"	January	5, 1952
"	"	"	"	38	Week	"	"	12, 1952
"	"	"	"	39	"	"	"	19, 1952
"	"	"	"	40	"	"	"	26, 1952
"	"	"	"	41	Period	"	"	31, 1952
"	"	"	"	42	"	"	February	2, 1952
"	"	"	"	43	Week	"	"	9, 1952
"	"	"	"	44	"	"	"	16, 1952
"	"	"	"	45	"	"	"	23, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

THERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 46 Period Ending February 29, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	* Junior Engineer (360.00/160	Hours	8	2.2500	18.00	
3	Vacation Allowance		$18.00	3.00 %	.54	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.54	6.25 %	1.16	
6	Workmen's Compensation Insurance		18.54	3.00 %	.56	
7	Public Liability and					
8	Property Damage Insurance		18.54	1.00 %	.19	
9						20.45
10	Total (4) Accounting (Cost of Billing) and Total Weekly Report Summary No. 46					20.45

12 * Includes retroactive pay increase.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commision and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 26
Supplement No. 1

Period Ending November 3, 1951

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total
				$	$	$	
1	(2) FLAGGING AND WATCHING						
2	Laborers	Sect.143	Hours	8	1.429	11.43	
3	" O.T.	" 143	"	1	2.144	2.14	
4						13.57	
5	Vacation Allowance			$11.43	3.00 %	.34	
6	Unemployment Compensation Taxes			13.91	6.25 %	.87	
7	Workmen's Compensation Insurance			13.91	3.00 %	.42	
8	Public Liability and						
9	Property Damage Insurance			13.91	1.00 %	.14	
10							15.34
11	Total (2) Flagging and Watching and Total Weekly Report Summary No. 26 Supplement No. 1						15.34

THERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 27
Supplement No. 1

Week Ending November 10, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(2) FLAGGING AND WATCHING					
2	Laborers Sect. 143	Hours	10	1.429	14.29	
3	" O.T. " 143	"	1	2.144	2.14	
4					16.43	
5	Vacation Allowance		$14.29	3.00 c	.43	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		16.86	6.25 c	1.05	
8	Workmen's Compensation Insurance		16.86	3.00 c	.51	
9	Public Liability and					
10	Property Damage Insurance		16.86	1.00 c	.17	
11						18.59
12	Total - Weekly Report Summary No. 27 Supplement No. 1					18.59

5-51-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 24425

Quote above number when remitting

Month's Account

Dept. No.

Date Made JUN 10 1952 19

To SOUTHERN PACIFIC COMPANY. Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5. California

[illegible]		$ [illegible]

DISTRIBUTION:

To Gall for
OK 6/20/52

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

424425

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315, dated December 21, 1951
Between That State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 2 December 1951 and January and February 1952

	Description (1)	Total Work To Date (2) $	Previous Estimates (3) $	This Estimate (4) $
1	Engineering and Inspection	1,027.70	1,027.70	-
2	Flagging and Watching	592.78	558.85	33.93
3	Telegraph	1,313.78	1,313.78	-
4	Accounting (Cost of Billing)	253.19	164.17	89.02
5	Total	3,187.45	3,064.50	122.95
6	Total Estimate No. 2			122.95

7 This Estimate is based on Weekly Report Summaries Nos. 31 to 46 Incl.
8 Supplement No. 1 to " " " Nos. 26 and 27

Salem, Oregon March 11, 1952

STATE OF OREGON,

To Southern Pacific Company, Dr.

65 Market Street, San Francisco 5, California

Project Bunker Hill-Delmar Section

Highway Comm. Agreement No. HW File 16946

Sub-Division No.

Ry. Company's Agreement No. Not Assigned

Estimate No. 1

Period Covered June to November 1951

Prefix & Acct. No. 6-1042

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice 423555	3,064.50	-0-	3,064.50
Totals	3,064.50	-0-	3,064.50
Retained 10 %	306.45	-0-	306.45
Total Payments	2,758.05	-0-	2,758.05

Computed by ______ Checked by ______

Pay This Estimate $ 2,758.05

Approved Field Engr. ______

Previous Voucher No. ______

Approved:

L R Gardner

Bridge Office Engineer

8-48-100M

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. 4[illegible]55

Quote above number when remitting

Month's Account [illegible]

Dept. No.

Date Made FEB [illegible] 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

[illegible]

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in course of Preparation
Between The State of Oregon, State Highway Commission and
Southern Pacific Company

Corrected Estimate No. 1 June to November 1951

	Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
		$	$	$
1	Engineering and Inspection	[illegible]		[illegible]
2	Flagging and Watching	[illegible]		[illegible]
3	Telegraph	1,313.78		1,313.78
4	Accounting (Cost of Billing)	164.17		164.17
5	Total	3,064.50		3,064.50
6	Total Corrected Estimate No. 1			3,064.50

7 - This Estimate is based on Weekly Report Summaries Nos. 1 to 30 Incl.
Supplement No. 1 to " " " Nos. 17 to 19 Incl.

8 - This Estimate replaces Estimate No. 1 - Months of June and July 1951 and Estimate No. 2 - Months of August and September 1951

APPROVED

ASSISTANT DIVISION ENGINEER

OK 2/26/52
C C Dall
Res. Engr.
6-1042-285

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 1

Week ending, June 9, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION		$		$	$
2	Locating Drill Holes					
3	Asst. Engineer (445.00/168)	Hours	32	2.6488	84.76	
4	Engineer Inspector (385.00/168)	"	32	2.2917	73.33	
5	Rodman (285.00/168)	"	32	1.6964	54.28	
6					212.37	
7	Vacation Allowance		$212.37	3.00 %	6.37	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		218.74	6.25 %	13.67	
10	Workmen's Compensation Insurance		218.74	3.00 %	6.56	
11	Public Liability and Property Damage Ins.		218.74	1.00 %	2.19	
12						
13	Personal Expenses					241.16
14	H. M. Ayers - Engineer Inspector					
15	Meals	Meals	12		14.00	
16	Lodging	Room	3		9.00	
17	H. B. Radcliff - Asst. Engineer					
18	Meals	Meals	11		10.00	
19	Lodging	Room	3		7.50	
20	Z. H. Harper - Rodman					
21	Meals	Meals	11		13.00	
22	Lodging	Room	3		9.00	
23						62.50
24	Total (1) Engineering and Inspection					303.66
25	(2) WATCHMEN AND FLAGMEN					
26	Flagmen for drill holes					
27	Foreman (285.50/168) Sect. 143	Hours	8	1.6994	13.60	
28	Laborers "	"	48	1.407	67.54	
29					81.14	
30	Vacation Allowance		$ 81.14	3.00 %	2.43	
31	Railroad Retirement and					
32	Unemployment Compensation Taxes		83.57	6.25 %	5.22	
33	Workmen's Compensation Insurance		83.57	3.00 %	2.51	
34	Public Liability and Property Damage Ins.		83.57	1.00 %	.84	
35						92.14
36	Total (2) Watchmen and Flagmen					92.14
37	Total Weekly Report Summary No. 1					395.80

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 2 Week ending, June 16, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Locating Drill Holes					
3	Asst. Engineer (445.00/168)	Hours	8	2.6488	21.19	
4	Rodman (285.00/168)	"	8	1.6964	13.57	
5					34.76	
6	Vacation Allowance		$ 34.76	3.00 ¢	1.04	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		35.80	6.25 ¢	2.24	
9	Workmen's Compensation Insurance		35.80	3.00 ¢	1.07	
10	Public Liability and Property Damage Ins.		35.80	1.00 ¢	.36	
11						
12	Personal Expenses					39.47
13	H. H. Radcliff - Asst. Engineer					
14	Meals	Meals	3		2.85	
15	Lodging	Room	1		2.50	
16	E. R. Harper - Rodman					
17	Meals	Meals	3		3.75	
18	Lodging	Room	1		2.50	
19						11.60
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 2					51.07

S THERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 3 Week ending, June 23, 1951
" " " " 4 " " June 30, 1951
" " " " 5 " " July 7, 1951
" " " " 6 " " July 14, 1951
" " " " 7 " " July 21, 1951

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

Week ending, July 28, 1951

WEEKLY REPORT SUMMARY NO. 8

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engineer Inspector (385.00/168)	Hours	8	2.2917	18.33	
3	Vacation Allowance		$ 18.33	3.00 %	.55	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.88	6.25 %	1.18	
6	Workmen's Compensation Insurance		18.88	3.00 %	.57	
7	Public Liability and Property Damage Ins.		18.88	1.00 %	.19	20.82
8						
9	Total (1) Engineering and Inspection and					
10	Total Weekly Report Summary No. 8					20.82

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 9
" " " " 10

Period: July 31, 1951
Ending: Aug. 4, 1951

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 11 — Week ending, August 31, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) TELEGRAPH WORK					
2	District Lineman (393.52/184) Teleg.#25	Hrs.	6½	2.1387	13.90	
3	Vacation Allowance		$ 13.90	3.00 %	.42	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		14.32	6.25 %	.90	
6	Workmen's Compensation Insurance		14.32	3.00 %	.43	
7	Public Liability and Property Damage Ins.		14.32	1.00 %	.14	
8						15.79
9	Personal Expenses					
10	F. W. Davies - District Lineman					
11	" - Pers. Auto	Mile	6	.07		.42
12	Material Western Union					
13	Sleeves #9 B&S	Each	4	.06	.24	
14	Wire Cu.#9 AWG	Ft.	20	.0125	.25	
15						.49
16	Material - Southern Pacific					
17	A-Wire, Duplex #16	Ft.	2000	.04	80.00	
18	Store Expense		$ 80.00	5.00 %	4.00	
19	Estimated Salvage of material to be recovered				72.00 Cr.	
20						12.00
21	Freight Tons	Miles	Ton Miles			
22	A-San Fran. Via West Oak.					
23	to job .032	783.8	25.08	.01		.25
24	Material Salvaged From Original Line					
25	Wire Cu. #9 AWG	Ft.	3600			
26	Note: Credit to apply against charges for material used when line is restored.					
27	Total (3) Telegraph work and Total Weekly Report Summary No. 11					28.95

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 12 Week ending, August 18, 1951

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) ENGINEERING AND INSPECTION						
2	Engineer Inspector (385.00/184)		Hours	16	2.0924	33.48	
3	" " O.T.		"	5½	3.1386	17.26	
4						50.74	
5	Vacation Allowance			$ 33.48	3.00 %	1.00	
6	Railroad Retirement and						
7	Unemployment Compensation Taxes			51.74	6.25 %	3.23	
8	Workmen's Compensation Insurance			51.74	3.00 %	1.55	
9	Public Liability and Property Damage Ins.			51.74	1.00 %	.52	
10							57.04
11	Personal Expenses						
12	R.M. Ayers - Engineer Inspector		Meals	3			3.35
13	Total (1) Engineering and Inspection						60.39
14	(3) TELEGRAPH WORK						
15	District Lineman (398.52/184) Teleg. #25		Hrs.	17	2.1387	36.36	
16	Vacation Allowance			$ 36.36	3.00 %	1.09	
17	Railroad Retirement and						
18	Unemployment Compensation Taxes			37.45	6.25 %	2.34	
19	Workmen's Compensation Insurance			37.45	3.00 %	1.12	
20	Public Liability and Property Damage Ins.			37.45	1.00 %	.37	
21							
22	Personal Expenses						41.28
23	F. W. Davies, District Lineman		Meals	2		2.20	
24	" " "		Pers.Auto.Miles	43	.07	3.01	
25							
26	Material Southern Pacific						5.21
27	A-Wire Duplex #16		Ft.	1600	.04	64.00	
28	B-Cable, 4 cond. Army Surplus		"	50	.01584	.79	
29						64.79	
30	Store Expense			$ 64.79	5.00 %	3.24	
31	Estimated Salvage of material to be recovered					58.00 Cr.	
32							10.03
33	Freight	Tons	Miles	Ton Miles			
34	A-San Francisco via W.Oak.						
35	to job	.0256	783.8	20.07			
36	B-Ogden via W.Oak. to job	.003	1499.4	4.50			
37				24.57	.01		.25
38	Material Salvaged from original line						
39	Wire Cu. #9 AWG		Ft.	2175			
40	Note: Credit to apply against charges for material used when line is restored.						
41	Total (3) Telegraph Work						56.77
42	Total Weekly Report Summary No. 12						117.16

SOUTHERN PACIFIC COMPANY

Sheet 1 of 2 Sheets

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 13

Week ending, August 25, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engineer Inspector (385.00/184)	Hours	24	2.0924	50.22	
3	Vacation Allowance		$ 50.22	3.00 c	1.51	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		51.73	6.25 c	3.23	
6	Workmen's Compensation Insurance		51.73	3.00 c	1.55	
7	Public Liability and Property Damage Ins.		51.73	1.00 c	.52	
8						
9	Personal Expenses					57.03
10	R. N. Ayers - Engineer Inspector	Meals	5		5.80	
11	" " - "	Room	1		3.25	
12	" " - "	Bus Fare	1		5.29	
13						14.34
14	Total (1) Engineering and Inspection					71.37
15	(3) TELEGRAPH WORK					
16	District lineman (393.52/184) Teleg.#25	Hrs.	10½	2.1387	22.46	
17	" (Saturday) "	"	4½		-	
18	(Note: Saturday (on call) time included in hourly rate)					
19	Vacation Allowance		$ 22.46	3.00 c	.67	
20	Railroad Retirement and					
21	Unemployment Compensation Taxes		23.13	6.25 c	1.45	
22	Workmen's Compensation Insurance		23.13	3.00 c	.69	
23	Public Liability and Property Damage Ins.		23.13	1.00 c	.23	
24						
25	Personal Expenses					25.50
26	F. W. Levine - District Lineman	Meal	1		1.00	
27	" " " Pers.Auto.	Miles	30	.07	2.10	
28						
29	Material Western Union					3.10
30	Sleeves #9 - B&S	Each	6	.06	.36	
31	Wire, Cu. #9 - AWG	Ft.	20	.0125	.25	
32	Bracket - wood pole	Each	2	.06	.12	
33						.73
34	Material Southern Pacific					
35	A-Wire, Duplex #16	Ft.	1500	.04	60.00	
36	Store Expenses		$ 60.00	5.00 c	3.00	

Sheet 2 of 2 Sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Weekly Report Summary No. 13

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Material Southern Pacific - Continued					
2	Estimated salvage of material to be recovered					
3					56.00 cr.	
4	Freight					
	Tons	Miles	Ton Miles			9.00
5	A-San Fran.via W.Oak.to job .024	783.8	18.81	.01		.19
6	Salvage					
7	Wire Cu. #9 AWG					
8		Ft.	2600			

Note: Credit to apply against charges for material used when line is restored.

9	Total (3) Telegraph Work	38.52
10	Total Weekly Report Summary No. 13	109.89

SOUTHERN PACIFIC COMPANY

Sheet 1 of 2 Sheets

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 14 — Week ending, August 31, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$		$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engineer Inspector (385.00/18	Hour	24	2.0924	50.22	
3	Vacation Allowance		$ 50.22	3.00 c	1.51	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		51.73	6.25 c	3.23	
6	Workmen's Compensation Insurance		51.73	3.00 c	1.55	
7	Public Liability and Property Damage Ins.		51.73	1.00 c	.52	
8						
9	Personal Expenses					57.03
10	A.M.Ayers - Engineer Inspector	Meals	5		5.55	
11	" " Hotel	Room	1		4.00	
12						9.55
13	Total (1) Engineering and Inspection					66.58
14	(3) TELEGRAPH WORK					
15	District lineman (393.52/184) Teleg.#25	Hrs.	24	2.1387	51.33	
16	Foreman (413.02/184) Teleg.					
17	Extra gang	"	40	2.2447	89.79	
18	Lineman (383.76/184) "	"	120	2.0858	250.30	
19					391.42	
20	Vacation Allowance		$391.42	3.00 c	11.74	
21	Railroad Retirement and					
22	Unemployment Compensation Taxes		403.16	6.25 c	25.20	
23	Workmen's Compensation Insurance		403.16	3.00 c	12.09	
24	Public Liability and Property Damage Ins.		403.16	1.00 c	4.03	
25						
26	Personal Expenses					444.48
27	F.A. Davies, District Lineman	Meals	3		3.65	
28	" " " Pers.Auto.	Miles	24	.07	1.68	
29	*Note: Total of Daily Reports in agreement with accounting records.					
30	R. L. Hudson - Foreman	Meals	14		20.65	
31	" " Hotel	Room	5		15.00	
32	M. E. Gevety - Lineman	Meals	14		20.50	
33	" " Hotel	Room	5		15.00	
34	W. J. Duffey - Lineman	Meals	14		20.70	
35	" " Hotel	Room	5		15.00	

Sheet 2 of 2 Sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Weekly Report Summary No. 14

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) TELEGRAPH WORK - Continued					
2	Personal Expenses - Continued					
3	M. O. Thomas - Lineman	Meal	14		20.70	
4	" " - " Hotel	Room	5		15.00	
5						
6	Equipment Operation					147.88
7	Tel. 37 1½ Ton Truck Teleg.					
8	Extra Gang	Miles	265	.05		13.25
9	Light and running repairs					
10	M-9 Motor car Teleg. #25	Hours	8	.07		.56
11	Depreciation					
12	M-9 Motor car Teleg. #25	Days	1	.18		.18
13	Material Western Union					
14	Tape, Rubber	Rolls	2	.084	.17	
15	" Friction	"	3	.431	1.29	
16						
17	Material Southern Pacific					1.46
18	A-Wire Duplex #16	Ft.	20000	.04	800.00	
19	B-Cable 4 cond. Army Surplus	"	200	.01584	3.17	
20					803.17	
21	Store expenses		$803.17	5.00 %	40.16	
22	Estimated salvage of material to be recovered				720.00 Cr.	
23						
24	Freight Tons	Miles	Ton Miles			123.33
25	A-San Fran.via W.Oak.to job .32	783.8	250.82			
26	B-Ogden via W.Oak. to job .0125	1499.4	18.74			
27			269.56	.01		2.70
28	Salvage					
29	Wire Cu. #9 AWG	Ft.	40000			
30	Note: Credit to apply against charges for material used when line is restored.					
31	Total (3) Telegraph Work					733.84
32	Total Weekly Report Summary No. 14					800.42

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 15 Period: September 1, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

Sheet 1 of 2 Sheets

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 16

Week ending, September 8, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engineer Inspector (385.00/152)	Hours	8	2.5329	20.26	
3	Vacation Allowance		$ 20.26	3.00 %	.61	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		20.87	6.25 %	1.30	
6	Workmen's Compensation Insurance		20.87	3.00 %	.63	
7	Public Liability and Property Damage Ins.		20.87	1.00 %	.21	
8						
9	Personal Expenses					23.01
10	R.M.Ayers - Engineer Inspector	Meal	3		3.60	
11	" " - " Hotel	Room	1		4.00	
12						7.60
13	Total (1) Engineering and Inspection					30.61
14	(3) TELEGRAPH WORK					
15	District Lineman (393.52/152) Teleg.#25	Hrs.	8	2.5889	20.71	
16	Foreman (413.02/152) Teleg.					
17	Extra Gang	"	24	2.7172	65.21	
18	Lineman (383.78/152) "	"	72	2.5249	181.79	
19					267.71	
20	Vacation Allowance		$267.71	3.00 %	8.03	
21	Railroad Retirement and					
22	Unemployment Compensation Taxes		275.74	6.25 %	17.23	
23	Workmen's Compensation Insurance		275.74	3.00 %	8.27	
24	Public Liability and Property Damage Ins.		275.74	1.00 %	2.76	
25						
26	Personal Expenses					304.00
27	F. W. Davies, District Lineman	Meal	1		2.25	
28	R. L. Hudson, Foreman	"	8		11.45	
29	" " "	Room	2		6.00	
30	H. B. Covaty Lineman	Meals	8		11.20	
31	" " "	Room	2		6.00	
32	R. J. Duffey Lineman	Meals	8		11.20	
33	" " "	Room	2		6.00	

Sheet 2 of 2 Sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Weekly Report Summary No. 16

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) TELEGRAPH WORK - Continued					
2	Personal Expenses - Continued					
3	H. O. Thomas, Lineman	Meals	8		11.20	
4	" " "	Room	2		6.00	
5						70.30
6	Equipment Operation					
7	Tel. 37 1½ Ton Truck Teleg. Extra Gang	Miles	175	.05		8.75
8	Light and Running Repairs					
9	M-9 Motor Car Teleg. #25	Hours	8	.07		.56
10	Depreciation					
11	M-9 Motor Car Teleg. #25	Days	1	.18		.18
12	Material Southern Pacific					
13	A cable, 4 cond, Army Surplus	Ft.	80	.01584	1.27	
14	Store expenses		1.27	5.00 %	.06	
15						1.33
16	Freight Tons	Miles	Ton Miles			
17	A-Ogden via W.Oak, to job .005	1499.4	7.50	.01		.08
18	Total (3) Telegraph Work					385.20
19	Total Weekly Report Summary No. 16					415.81

SHEET 1 OF 2 SHEETS.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 17

Week Ending September 15, 1951

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$
(1) ENGINEERING AND INSPECTION					
Engineer Inspector (385.00/152)	Hours	16	2.5329	40.53	
Vacation Allowance		$40.53	3.00 ¢	1.22	
Railroad Retirement and Unemployment Compensation Taxes		41.75	6.25 ¢	2.61	
Workmen's Compensation Insurance		41.75	3.00 ¢	1.25	
Public Liability and Property Damage Insurance		41.75	1.00 ¢	.42	
					46.03
Personal Expenses					
R. M. Ayers, Engineer Inspector	Meals	6		6.75	
	Room	2		7.00	
					13.75
Total (1) Engineering and Inspection					59.78
(2) FLAGGING AND WATCHING					
Foreman O. T. Sect. 143	Hours	8	2.54	20.32	
Vacation Allowance		$20.32	3.00 ¢	-	
Railroad Retirement and Unemployment Compensation Taxes		20.32	6.25 ¢	1.27	
Workmen's Compensation Insurance		20.32	3.00 ¢	.61	
Public Liability and Property Damage Insurance		20.32	1.00 ¢	.20	
					22.40
Total (2) Flagging and Watching					22.40
(3) TELEGRAPH WORK					
District Lineman (393.52/152) Teleg. #25	Hours	1-1/2	2.5889	3.88	
" " O. T. "	"	5	2.829	14.15	
				18.03	
Vacation Allowance		$3.88	3.00 ¢	.12	
Railroad Retirement and Unemployment Compensation Taxes		18.15	6.25 ¢	1.13	
Workmen's Compensation Insurance		18.15	3.00 ¢	.54	
Property Damage Insurance		18.15	1.00 ¢	.18	20.00

SHEET 2 of 2 SHEETS.

SOUTHERN PACIFIC COMPANY

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Week Ending September 15, 1951
W.R.S. NO. 17

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(3) TELEGRAPH WORK - Cont'd.						
2	Personal Expenses						
3	F. W. Davies, District Lineman						
4	Personal Auto		Miles	22	.07		1.54
5	Material Southern Pacific						
6	A-wire Duplex #16		Ft.	100	.04	4.00	
7	B-cable 4 cond. Army Surplus		Ft.	125	.01584	1.98	
8						5.98	
9	Store Expenses						
10				$5.98	5.00 %	.30	
							6.28
11	Freight	Tons	Miles	Ton Miles			
12	A-San Francisco via						
13	West Oakland to Job	.0015	783.8	1.18			
14	B-Ogden via West Oakland to Job						
15		.0075	1499.4	11.25			
16				12.43	.01		.12
17	Total (3) Telegraph Work						27.94
18	Total Weekly Report Summary No. 17						110.12

SHEET [illegible] of 2 SHEETS.

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WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 18 — Week Ending September 22, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engineer Inspector ($385.00/152)	Hours	24	2.5329	60.79	
3	Vacation Allowance		$60.79	3.00 %	1.82	
4	Railroad Retirement and		62.61	6.25 %	3.91	
5	Unemployment Compensation Taxes					
6	Workmen's Compensation Insurance		62.61	3.00 %	1.88	
7	Public Liability and		62.61	1.00 %	.63	
8	Property Damage Insurance					
9						69.03
10	Personal Expenses					
11	R. M. Ayers, Engineer Inspector	Meals	6		7.05	
12		Room	2		6.00	
13						13.05
14	Total (1) Engineering and Inspection					82.08
15	(2) FLAGGING AND WATCHING					
16	Laborers Sect.143	Hours	40	1.417	56.68	
17	" O. T. "	"	53	2.1435	113.61	
18	" O. T. "	"	10	2.1255	21.26	
19					191.55	
20	Vacation Allowance		$56.68	3.00 %	1.70	
21	Railroad Retirement and					
22	Unemployment Compensation Taxes		193.25	6.25 %	12.08	
23	Workmen's Compensation Insurance		193.25	3.00 %	5.80	
24	Public Liability and					
25	Property Damage Insurance		193.25	1.00 %	1.93	
26						213.06
27	Total (2) Flagging and Watching					213.06
28	(3) TELEGRAPH WORK					
29	District Lineman ($393.52/152)Teleg.# 25-Hours		1-1/2	2.5889	3.88	
30	Vacation Allowance		$3.88	3.00 %	.12	
31	Railroad Retirement and					
32	Unemployment Compensation Taxes		4.00	6.25 %	.25	
33	Workmen's Compensation Insurance		4.00	3.00 %	.12	
34	Public Liability and		4.00	1.00 %	.04	4.41
35	Property Damage Insurance					

SHEET 2 of 2 SHEETS.

SOUTHERN PACIFIC COMPANY

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Week Ending September 22, 1951

W. R. S. No. 18

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) TELEGRAPH WORK - Cont'd.					
2	Personal Expenses					
3	F. W. Davies, District Lineman					
4	Personal Auto	Miles	6	.07		.42
5	Material Western Union					
6	Tape, Rubber	Rolls	1/2	.084	.04	
7	Tape, Friction	Rolls	1/2	.431	.22	
8						.26
9	Material Southern Pacific					
10	A-Cable 4 cond. Army Surplus	Ft.	50	.01584	.79	
11	Store Expenses					
12			$.79	5.00 %	.04	.83
13	Freight Tons	Miles	Ton Miles			
14	A-Ogden via West Oakland					
15	to Job .003	1499.4	4.50	.01		.05
16	Total (3) Telegraph Work					5.97
17	(4) ACCOUNTING (Cost of Billing)					
18	Junior Engineer (345.00/152)	Hours	8	2.2697	18.16	
19	Vacation Allowance		$18.16	3.00 %	.54	
20	Railroad Retirement and					
21	Unemployment Compensation Taxes		18.70	6.25 %	1.17	
22	Workmen's Compensation Insurance		18.70	3.00 %	.56	
23	Public Liability and					
24	Property Damage Insurance		18.70	1.00 %	.19	
25						20.62
26	Total (4) Accounting (Cost of Billing)					20.62
27	Total Weekly Report Summary No. 18					321.73

SHEET 1 of 2 SHEETS.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between the State of Oregon, State Highway Commission &
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 19

Week Ending September 29, 1951

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) ENGINEERING AND INSPECTION						
2	Engineer Inspector (385.00/152)		Hours	24	2.5329	60.79	
3	Vacation Allowance			$60.79	3.00 %	1.82	
4	Railroad Retirement and						
5	Unemployment Compensation Taxes			62.61	6.25 %	3.91	
6	Workmen's Compensation Insurance			62.61	3.00 %	1.88	
7	Public Liability and						
8	Property Damage Insurance			62.61	1.00 %	.63	
9							69.03
10	Personal Expenses						
11	R. N. Ayers, Engineer Inspector		Meals	6		6.80	
12	" " "		Room	2		8.00	
13							14.80
14	Total (1) Engineering and Inspection						83.83
15	(2) FLAGGING AND WATCHING						
16	Laborers						
17	"	Sect.143	Hours	40	1.429	57.16	
18	" O. T.	"	"	10	2.1435	21.44	
19	"	Sect.142	"	40	1.417	56.68	
20	" O. T.		"	12	2.1255	25.51	
21						160.79	
21	Vacation Allowance			$113.84	3.00 %	3.42	
22	Railroad Retirement and						
23	Unemployment Compensation Taxes			164.21	6.25 %	10.26	
24	Workmen's Compensation Insurance			164.21	3.00 %	4.93	
25	Public Liability and						
26	Property Damage Insurance			164.21	1.00 %	1.64	
27							181.04
28	Total (2) Flagging and Watching						181.04

SHEET 2 of 2 SHEETS.

THERN PACIFIC COMPANY

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Week Ending September 29, 1951
W.R.S. No. 19

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) TELEGRAPH WORK			$	$	$
2	District Lineman (393.52/152) Teleg. #25	Hrs.	1	2.5889	2.59	
3	Vacation Allowance		$2.59	3.00 c	.08	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		2.67	6.25 c	.17	
6	Workmen's Compensation Insurance		2.67	3.00 c	.08	
7	Public Liability and					
8	Property Damage Insurance					
9			2.67	1.00 c	.03	2.95
10	Personal Expenses					
11	F. W. Davies, District Lineman, Pers. Auto-Miles		6	.06		.36
12	Material Southern Pacific					
13	A-Cable 4 cond. Army Surplus	Ft.	80	.01584	1.27	
14	Store Expense		$1.27	5.00 c	.06	
15						1.33
16	Freight Tons	Miles	Ton Miles			
17	A-Ogden via West Oakland					
18	to Job .005	1499.4	7.50	.01		.08
19	Total (3) Telegraph Work					4.72
20	(4) ACCOUNTING (Cost of Billing)					
21	Junior Engineer (345.00/152)	Hours	16	2.2697	36.32	
22	Vacation Allowance		$36.32	3.00 c	1.09	
23	Railroad Retirement and					
24	Unemployment Compensation Taxes		37.41	6.25 c	2.34	
25	Workmen's Compensation Insurance		37.41	3.00 c	1.12	
26	Public Liability and					
27	Property Damage Insurance					
28			37.41	1.00 c	.37	41.24
29	Total (4) Accounting (Cost of Billing)					41.24
30	Total Weekly Report Summary No. 19					310.83

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Dalmer, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 20 — **Period Ending September 30, 1953**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 21 — Week Ending October 6, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engineer Inspector (385.00/184)	Hours	24	2.0924	50.22	
3	Vacation Allowance		$50.22	3.00 %	1.51	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		51.73	6.25 %	3.23	
6	Workmen's Compensation Insurance		51.73	3.00 %	1.55	
7	Public Liability and					
8	Property Damage Insurance		51.73	1.00 %	.52	
9						57.03
10	Personal Expenses					
11	R. M. Ayers, Engineer Inspector	Meal	6		6.80	
12	" " "	Room	1		3.50	
13						10.30
14	Total (1) Engineering and Inspection and					
15	Total Weekly Report Summary No. 21					67.33

SHEET 1 OF 2 SHEETS.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 22

Week Ending October 13, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION			$	$	$
2	Engineer Inspector (385.02/184)	Hours				
3	Vacation Allowance		40	2.0924	83.70	
4	Railroad Retirement and		$83.70	3.00 c	2.51	
5	Unemployment Compensation Taxes					
6	Workmen's Compensation Insurance		86.21	6.25 c	5.39	
7	Public Liability and		86.21	3.00 c	2.59	
8	Property Damage Insurance					
9			86.21	1.00 c	.86	
10						95.05
11	Personal Expenses					
12	R. M. Ayers, Engineer Inspector	Meals	11		12.55	
13	" " "	Room	3		12.00	
14	" " "	Bus Fare	2		10.58	
15						35.13
	Total (1) Engineering and Inspection					
16	(3) TELEGRAPH WORK					130.18
17	District Lineman (393.52/184)Tel.#25	Hours				
18	Vacation Allowance		2	2.1387	4.28	
19	Railroad Retirement and		$4.28	3.00 c	.13	
20	Unemployment Compensation Taxes					
21	Workmen's Compensation Insurance		4.41	6.25 c	.28	
22	Public Liability and		4.41	3.00 c	.13	
23	Property Damage Insurance					
24			4.41	1.00 c	.04	
25	Personal Expenses					4.86
26	F. W. Davies, District Lineman					
27	Personal Auto	Miles	6	.07		
28	Material Southern Pacific					.42
29	A-Wire Duplex #16					
30	B-Cable 4 cond. Army Surplus	Ft.	30	.04	1.20	
31		Ft.	80	.01584	1.27	
32	Store Expenses				2.47	
33			$2.47	5.00 c	.12	
						2.59

SHEET [illegible] of 2 SHEETS.

SOUTHERN PACIFIC COMPANY

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

Week Ending October 13, 1951

W.R.S. NO. 22

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(3) TELEGRAPH WORK - Cont'd.						
2	Freight	Tons	Miles	Ton Miles			
3	A-San Francisco via						
4	West Oakland to Job	.0005	783.8	.39			
5	B-Ogden via West Oak-						
6	land to Job	.005	1499.4	7.50			
7				7.89	.01		.08
8	Total (3) Telegraph Work						7.95
9	(4) ACCOUNTING (Cost of Billing)						
10	Junior Engineer (345.00/184)		Hours	5	1.875	9.38	
11	Vacation Allowance			$9.38	3.00 %	.28	
12	Railroad Retirement and						
13	Unemployment Compensation Taxes			9.66	6.25 %	.60	
14	Workmen's Compensation Insurance			9.66	3.00 %	.29	
15	Public Liability and						
16	Property Damage Insurance			9.66	1.00 %	.10	
17							10.65
18	Total (4) Accounting (Cost of Billing)						10.65
19	Total Weekly Report Summary No. 22						148.78

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 23 — Week Ending October 20, 1950

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Laborers Sect. 143	Hours	12	1.429	17.15	
3	O. T. "	"	10	2.1435	21.44	
4					38.59	
5	Vacation Allowance		$17.15	3.00 %	.51	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		39.10	6.25 %	2.44	
8	Workmen's Compensation Insurance		39.10	3.00 %	1.17	
9	Public Liability and					
10	Property Damage Insurance		39.10	1.00 %	.39	
11						43.10
12	Total (2) Flagging and Watching					43.10
13	(3) TELEGRAPH WORK					
14	District Lineman (393.52/184) Tel. #25	Hours	1	2.1387	2.14	
15	Vacation Allowance		$2.14	3.00 %	.06	
16	Railroad Retirement and					
17	Unemployment Compensation Taxes		2.20	6.25 %	.14	
18	Workmen's Compensation Insurance		2.20	3.00 %	.07	
19	Public Liability and					
20	Property Damage Insurance		2.20	1.00 %	.02	
21						2.43
22	Personal Expenses					
23	F. S. Davies, District Lineman	Meals	1		1.35	
24	" " "					
25	Personal Auto	Miles	20	.07	1.40	
26						2.75
27	Material Western Union					
28	Brackets - Wood Pole	Each	4	.06		.24
29	Total (3) Telegraph Work					5.42
30	Total Weekly Report Summary No. 23					48.52

THERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

Week Ending October 27, 1951

WEEKLY REPORT SUMMARY No. 24

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) TELEGRAPH WORK					
2	District Lineman (393.52/184) Teleg. #25	Hrs.	1	2.1387	2.14	
3	Vacation Allowance		$2.14	3.00 %	.06	
4	Railroad Retirement and		2.20	6.25 %	.14	
5	Unemployment Compensation Taxes					
6	Workmen's Compensation Insurance		2.20	3.00 %	.07	
7	Public Liability and		2.20	1.00 %	.02	2.43
8	Property Damage Insurance					
9	Personal Expenses					
10	F. W. Davies, Lineman-Pers. Auto	Miles	20	.07		1.40
11						
12	Total (3) Telegraph Work and					3.83
13	Total Weekly Report Summary No. 24					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 25 Period Ending October 31, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engineer (345.00/184)	Hours	8	1.875	15.00	
3	Vacation Allowance		$15.00	3.00 %	.45	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		15.45	6.25 %	.97	
6	Workmen's Compensation Insurance		15.45	3.00 %	.46	
7	Public Liability and					
8	Property Damage Insurance		15.45	1.00 %	.15	
9						17.03
10	Total (4) Accounting (Cost of Billing) and					
11	Total Weekly Report Summary No. 25					17.03

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 26 — Period Ending November 3, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(A) ACCOUNTING (Cost of Billing)					
2	Junior Engineer ($345.00/168)	Hours	16	2.0536	32.86	
3	Vacation Allowance		$32.86	3.00 %	.99	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		33.85	6.25 %	2.12	
6	Workmen's Compensation Insurance		33.85	3.00 %	1.02	
7	Public Liability and					
8	Property Damage Insurance		33.85	1.00 %	.34	
9						37.33
10	Total (A) Accounting (Cost of Billing) and					
11	Weekly Report Summary No. 26					37.33

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 27 Week Ending November 10, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) TELEGRAPH WORK					
2	District Lineman (393.52/168) Teleg. #25	Hr.	4	2.3424	9.37	
3	Vacation Allowance		$9.37	3.00 c	.28	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		9.65	6.25 c	.60	
6	Workmen's Compensation Insurance		9.65	3.00 c	.29	
7	Public Liability and					
8	Property Damage Insurance		9.65	1.00 c	.10	10.64
9	Personal Expenses					
10	F. W. Davies, District Lineman	Meals	1		1.10	
11	Personal Auto	Miles	8	.07	.56	1.66
12	Material Western Union					
13	Rubber tape	Roll	1/2	.084	.04	
14	Friction tape	Roll	1/2	.431	.22	.26
15	Material Southern Pacific					
16	A-Cable 4 Cond. Army Surplus	Ft.	120	.01584	1.90	
17	Store Expense		$1.90	5.00 c	.10	2.00
18	Freight Tons	Miles	Ton Miles			
19	A-Ogden via West Oakland					
20	to Job .0075	1499.4	11.25	.01		.11
21	Total (3) Telegraph Work					14.67
22	(4) ACCOUNTING (Cost of Billing)					
23	Junior Engineer (345.00/168)	Hours	12	2.0536	24.64	
24	Vacation Allowance		$24.64	3.00 c	.74	
25	Railroad Retirement and					
26	Unemployment Compensation Taxes		25.38	6.25 c	1.59	
27	Workmen's Compensation Insurance		25.38	3.00 c	.76	
28	Public Liability and					
29	Property Damage Insurance		25.38	1.00 c	.25	27.98
30	Total (4) Accounting (Cost of Billing)					27.98
31	Total Weekly Report No. 27					42.65

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Belmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

Week Ending Nov. 17, 1951

WEEKLY REPORT SUMMARY No. 28

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 29 — Week Ending November 24, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engineer (345.00/168)	Hours	2	2.0536	4.11	
3	Vacation Allowance		$4.11	3.00 %	.12	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		4.23	6.25 %	.26	
6	Workmen's Compensation Insurance		4.23	3.00 %	.13	
7	Public Liability and					
8	Property Damage Insurance		4.23	1.00 %	.04	
9						4.66
10	Total (4) Accounting (Cost of Billing) and					
11	Total Weekly Report Summary No. 29					4.66

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 30

Week Ending November 30, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engineer (345.00/168)					
3	Vacation Allowance	Hours	2	2.0536	4.11	
4	Railroad Retirement and		$4.11	3.00 ¢	.12	
5	Unemployment Compensation Taxes					
6	Workmen's Compensation Insurance		4.23	6.25 ¢	.26	
7	Public Liability and		4.23	3.00 ¢	.13	
8	Property Damage Insurance					
9			4.23	1.00 ¢	.04	
10						4.66
11	Total (4) Accounting (Cost of Billing) and Total Weekly Report Summary No. 30					4.66

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, [illegible]on
In Accordance with Agreement in Course of Pr[illegible]n
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 17
Supplement No. 1

Week ending, Sept. 15, 1951

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(2) FLAGGING AND WATCHING						
2	Foreman O.T.	Sect. 143	Hours	8	2.54	20.32	
3	Vacation Allowance					-	
4	Railroad Retirement and						
5	Unemployment Compensation Taxes			$ 20.32	6.25 %	1.27	
6	Workmen's Compensation Insurance			20.32	3.00 %	.61	
7	Public Liability and Property Damage Ins.			20.32	1.00 %	.20	
8							22.40 Cr
9	Total (2) Flagging and Watching and						
10	Total Weekly Report Summary No. 17, Supplement No. 1						22.40 Cr

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 18
Supplement No. 1

Week ending, Sept. 22, 1951

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Laborers O.T. Sect. 143	Hours	4½	2.1435	9.65	
3	Vacation Allowance				-	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		$ 9.65	6.25 %	.60	
6	Workmen's Compensation Insurance		9.65	3.00 %	.29	
7	Public Liability and Property Damage Ins.		9.65	1.00 %	.10	
8						10.64
9	Total (2) Flagging and Watching and					10.64
10	Total Weekly Report Summary No. 18, Supplement No. 1					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement in Course of Preparation
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 19, Supp. No. 1   Week Ending September 29, 1951

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(2) FLAGGING AND WATCHING						
2	Laborers	Sect.143	Hours	8	1.429	11.43	
3	O. T.	"	"	1-1/2	2.1435	3.22	
4	O. T.	" 142	"	1	2.1255	2.13	
5						16.78	
6	Vacation Allowance			$11.43	3.00 %	.34	
7	Railroad Retirement and						
8	Unemployment Compensation Taxes			17.12	6.25 %	1.07	
9	Workmen's Compensation Insurance			17.12	3.00 %	.51	
10	Property Damage Insurance			17.12	1.00 %	.17	
11							18.87
12	Total (2) Flagging and Watching and						
13	Total Weekly Report Summary No. 19, Supp. No. 1						18.87

C
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File No. 16946

THIS INDENTURE, made this 21st day of December, 1951, by and between Southern Pacific Company, a corporation of the State of Delaware, hereinafter called "Railroad", and State of Oregon, acting by and through its State Highway Commission, hereinafter called "State";

WITNESSETH:

ARTICLE 1

1. Railroad hereby grants to State (subject to the reservations, covenants and conditions herein contained) an easement for highway purposes upon and along the property of Railroad in the County of Coos, State of Oregon, in the locations shown tinted yellow on Print of Portland Division Drawing F-123, Sheet No. 1, Revised August 13, 1951, hereto attached and made a part hereof.

2. This grant is subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use and maintain the above-mentioned property as a railroad right of way in performance of its public duty as a common carrier, and for that purpose, Railroad, its successors and assigns, expressly reserve the right to construct, reconstruct, maintain and operate existing and any additional railroad tracks, facilities and appurtenances thereto, upon, along and across said property in such manner as may be consistent with the enjoyment of the easement for highway purposes herein granted to State; also reserving unto Railroad, its successors and assigns, the right to superimpose railroad embankment material upon the highway embankments placed upon said highway easement area (excepting any paved portions of said highway easement area) in the event Railroad constructs additional tracks or relocates its wire lines upon said easement area.

3. Said grant of easement is made subject to all valid and existing contracts, leases, liens, encumbrances or claims of title which may affect said property.

4. Said grant of easement is also made subject to that certain mortgage from Southern Pacific Company to National Bank of Commerce in New York (Guaranty Trust Company of New York, successor trustee) as Trustee, dated March 1, 1927, (Oregon Lines First Mortgage.)

State agrees to prepare at its expense a metes and bounds description of the property of Railraod upon which is located said highway easement area described in Section 1 of this Article I prior to or contemporaneously with the completion of the construction of said highway. Railroad expressly covenants to cause said mortgage to be released and discharged within one (1) year from the date that Railroad accepts such metes and bound description prepared by state, so far as said mortgage affects said property of Railroad mentioned in Section 1 of this Article I.

5. Should State or its assigns at any time abandon the use of said easement, or any part thereof, the right hereby given shall cease to the extend of the use so abandoned and Railroad, its successors and assigns, shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume the exclusive possession of said land, or the part thereof the use of which was so abandoned.

ARTICLE II

State shall bear the entire cost and expense of constructing and maintaining the highway upon said highway easement area mentioned in Article I of this agreement and of the following matters in connectinn therewith:

1. In the event subsidence or distortion of Railroad's tracks and/or subgrade is caused by the adjacent location of the new State Highway or the construction and maintenance of the same, State agrees to bear the entire cost and expense of any necessary repairs and/or reconstruction to restore said railroad tracks and subgrade to the alignment and grade which existed prior to the construction of said highway.

2. Where highway and railroad improvements are in contact, State will provide parallel drainage structures and pave the invert with asphaltic concrete. To dispose of the drainage handled by said structures, State shall construct drop inlets to connect said drainage structures with Railroad's drainage structures. Wherever State's drainage structures connect with Railroad's drainage structures, State shall install drainage structures of the same type as Railroad's.

State agrees to construct and maintain tide gates at the end of three existing culverts in the locations shown by red lines on said attached print and to keep Railroad's and State's culverts free and clear of any silt or other debris which may impede their capacity. The portion of work covered by this Section 2 of Article II to be done upon said highway easement area and on Railroad's property shall be performed in a manner satisfactory to Railroad.

3. Railroad hereby permits State to construct and maintain a seven-foot pipe line to be used as a cattle underpass beneath the tracks and across the right of way of Railroad's Coos Bay Branch, at M.P. 772.72, in the location shown within red lines on said attahced print. State shall construct and keep in good repair said cattle underpass, together with fences from the end of said pipe line to the boundary line of Railroad's right of way and gates in said fences in order to permit Railroad's agents and employees passage along Railroad's right of way at said location. Said gates shall be kept closed at all times except when in use by Railroad's agents and employees.

State agrees to relocate its highway in such manner as to afford sufficient space for vehicles to reach Railroad's team track located at Mile Post 773.8 shown by letter "A" on said attached print, allowing a minimum distance of thirty-five (35) feet from the center line of said team track to the edge of said highway. If the relocation of said highway is found to be impracticable Stateshall construct a concrete wall to retain highway embankment material, the track face of said wall to be a minimum distance of thirty-five (35) feet from the center line of said team track. If said wall cannot be constructed because of poor foundation conditions and it is impracticable to relocate said highway, State shall notify Railroad to that effect. Railroad will thereupon remove said team track (subject to obtaining necessary permission and authority from the governmental body or bodies having jurisdiction thereover) and add three hundred (300) feet to Railroad's side track at Mile Post 773.1, shown by letter "B" on said attached print.

5. The elevation of highway embankments shall be made as low as practicable in relation to the elevation of Railroad's adjacent embankments. The maximum limits of the elevation of highway embankments adjacent to Railroad's embankments shall be subject to the joint approval of Railroad and State.

6. State shall make any necessary relocation of existing pole lines upon said highway easement area and provide any necessary protection for exisitng facilities located upon said highway easement area. The existing pole lines shall not be relocated closer than twenty (20) feet from the center line of Railroad's tracks.

7. In the event any of the work contemplated hereunder to be done upon or adjacent to the right of way and property of Railroad shall be left to contractors by State, said contractors shall be satisfactory to Railroad as to their responsibility and experience in the performance of the type of work to be performed upon or adjacent to the premises of Railroad, and no such work shall be begun until such contractors shall have entered into a written agreement with Railroad substantially in the form of Exhibit "A" attached to this agreement.

State shall furnish, or require its contractor to furnish, to Railroad the original of each policy covering Protective Public Liability Insurance and Protective Property Damage Liability Insurance in the amount specified in said Exhibit "A", and conforming to the requirements of Works Program General Memorandum No. 32, which contractor is required to furnish for and in behalf of Railroad.

State shall also furnish, or require its contractor to furnish to Railroad a certified copy of each of the policies of insurance, showing that its contractor has provided for Contractor's Public Liability and Property Damage Liability Insurance, as provided for in Works Program General Memorandum No. 32, which insurance shall provide for the same limits as specified for Protective Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad.

8. Railroad hereby permits State to install five (5) 18-inch corrugated metal pipes through Railroad's embankment in the locations shown by red lines on said attached print. The type of corrugated metal pipes and the plans for the installation of the same shall be subject to the approval of Railroad before said installation is made by State.

9. Railroad hereby permits State to spread the excess grading material from its highway cuts upon Railroad's property at such locations as Railroad's engineer shall designate. State shall spread, level off and grade said material to a top elevation designated by Railroad's engineer and in such manner as to provide adequate drainage flow away from Railroad's tracks.

Railroad's engineer shall determine the points at which State's contractor may cross Railroad's tracks for placing said material on Railroad's property. State's contractor shall enter into Railroad's usual form of agreement covering such crossings.

10. Railroad shall furnish such watchmen, flagmen and/or inspectors as it deems necessary to protect and safeguard Railroad's property, engines, trains and cars during the construction of said highway and performance of the work covered by this agreement in connection therewith. In the event State's contractor deviates from his contract with State to such an extent that in the judgment of Railroad's engineer it becomes necessary to furnish flagmen, watchmen and/or inspectors, in order to protect Railroad's operations and property, Railroad shall furnish such additional watchmen, flagmen and/or inspectors. State agrees to cause State's contractor to reimburse Railroad for the expense incurred by Railroad in connection with the furnishing of such additional flagmen, watchmen and/or inspectors.

ARTICLE III

1. State agrees to reimburse Railroad for the entire cost and expense incurred by Railroad in connection with the construction of said highway and other matters set forth above.

All work to be done hereunder by Railroad shall be done only by its employees working under Railroad Labor Agreements and shall be done on a force account basis.

All costs and expenses billed to State by Railroad in connection with the construction of said highway and necessary changes relating thereto shall be the amounts actually expended or incurred by Railroad in connection with labor, materials, supplies, tools or equipment used, furnished or expended in performance of said work to be done, including additives provided for in General Administrative Memo. No. 299 of the Bureau of Public Roads, Department of Commerce.

It is agreed that all costs and expenses incurred by Railroad and billed to State, for which State is obligated to reimburse Railroad hereunder, and all other proper and necessary expenses incidental to the work performed by Railroad and not specifically mentioned herein, shall be subject to the provisions of said General Administrative Memorandum No. 299, so far as said Memorandum No. 299 is applicable to such costs and expenses.

2. Railroad shall submit all bills to State for payment of work performed by Railroad and shall submit its final bill to cover the actual cost of items of work performed by Railroad; provided, however, that the cost of flagmen, watchmen and/or inspectors to protect Railroad's property, engines, trains and cars, due to the operation of State's contractor, which costs are not eligible for Federal reimbursement under Section XII, paragraph "E" , of said General Administrative Memorandum No. 299, shall be segregated in Railroad's billing to State from all other costs billed to State under this agreement. State agrees to pay Railroad the cost of such work within thirty (30) days of the receipt of such bills from Railroad.

3. All work contemplated by this indenture shall be done in a good and workman like manner by the party obligated to perform the same, and to the satisfaction of the Railroad and the State.

4. In part consideration of said grant of easement, State agrees to pay Railroad the sum of Two Thousand Ninety-three (2,093) Dollars following execution of this indenture by the parties hereto and delivery to State of its counterpart thereof.

5. State shall provide, at its expense, the original policies of public Liability and Property Damage Insurance for and in behalf of Railroad and Coos Bay Lumber Company, which policies shall be subject to the approval of Railroad, covering all sums which Railroad and/or Coos Bay Lumber Company shall become obligated to pay by reason of the legal liability imposed upon Railroad and/or Coos Bay Lumber Company for damages, including damages for care and loss of service, because of bodily injury, sickness or disease, including death at any time resulting therefrom, sustained by any person or persons, and for all legal liability imposed upon Railroad and/or Coos Bay Lumber Company for damages because of injury to or destruction of property, including loss of use thereof, arising out of public use of said highway described in Section 1, Article I herein, and the operation of engines, trains and/or cars of Railroad and/or Coos Bay Lumber Company over the railroad tracks adjacent to said highway. Said policies shall provide limits of not less than $200,000.00 for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person a total limit of $400,000.00 for all damages arising out of bodily injuries to or deaths of two or more persons in any one accident or occurrence, and limits of not less than $50,000.00 for all damages arising out of injury to or destruction of property in any one accident or occurrence, and.,

subject to that limit per accident or occurrence, a total (or aggregate) limit of $100,000.00 for all damages arising out of injury to or destruction of property during the policy period.

State shall furnish Railroad and Coos Bay Lumber Company said policies of insurance effective as of the date that said highway described in Section 1, Article I herein, is open to public use and shall keep said policies in full force and effect so long as Railroad and/or Coos Bay Lumber Company continue to operate over said tracks and said highway is open to public use. In the event State fails to furnish Railroad and/or Coos Bay Lumber Company such policies of insurance or fails to keep the same in full force and effect as provided herein, Railroad shall obtain such policies of insurance and State shall reimburse Railroad for the amount paid by Railroad for the premiums of said insurance policies.

ARTICLE IV

This indenture shall inure in all respects to the benefit of and be binding upon the successors and assigns of Railroad and upon the assigns of State; and the provisions of Section 5 of Article III shall inure to the benefit of the successors and assigns of Coos Bay Lumber Company.

IN WITNESS WHEREOF, the parties hereto have caused this indenture to be executed in duplicate by their respective officers thereunto duly authorized, and their respective seals to be hereunto affixed as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY

(SEAL)

By (sgd) J. W. Corbett
Vice President

Ack. 1/14/52
Ruth W. George, N.P.

Attest: (sgd) Roy G. Hillebrand
Assistant Secretary

(SEAL)

STATE OF OREGON, by and through
its State Highway Commission

By (sgd) Ben R. Chandler
As Chairman

$2.75 Int. Rev. Stamps
affixed and Cancelled.

Chas. H. Reynolds
As Commissioner

M. K. McIver,
As Commissioner

H. B. Glaisyer
Secretary

S-106(1) S. Unit, Gateway-Agency 1951
Plains Sec., Gateway Plains
#3513 Co. Rd.

November 23, 1951

NOTED
Harold [illegible]

Honorable T. A. Power
Jefferson County Judge
Madras, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

Contract No. 3513 with O and K Construction Co. for surfacing on the South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road, FAS 546, in Jefferson County was completed October 4, 1951, and accepted by the Highway Commission on November 8, 1951.

Under the terms of the maintenance agreement signed by the County on May 2, 1951, and the State Highway Commission on May 10, 1951, the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, October 4, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

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R. H. Baldock

N mber 26, 1951

NOTED
State Highway Engineer

Contract #3513
Prefix 216-1023 S-106 (1)

FINAL COST ANALYSIS
South Unit, Gateway - Agency Plains
Contractor - O & K Const. Co.
Resident Engineer - Lowell Stratton
Pit-run Surfacing

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Struc. Exc., Unclass	180.8	Cu. Yd.	$ 2.50	$2.09	$ 377.93	$ 452.00
Blade Grader	109.5	Hour	8.00	6.44	705.44	876.00
Roller on Subgrade	26	"	7.00	9.37	243.58	182.00
12" Concrete Pipe	621	Lin.Ft.	2.00	1.66	1,033.62	1,242.00
18" Concrete Pipe	54	" "	3.50	3.05	164.52	189.00
22" Arch-type Corr. Metal Pipe	24	" "	5.20	5.13	123.09	124.80
29" Arch-type Corr. Metal Pipe	12	" "	10.00	9.92	119.07	120.00
Pit-run Gravel in Surfacing	26,394	Cu. Yd.	0.95	1.11	29,359.85	25,074.30
Sprinkling	424.3	M/Gal.	2.50	2.32	983.02	1,060.75
					$33,110.12	$29,320.85

Gross Revenue	$29,320.85
Total Cost	33,110.12
Total	- 3,789.27

Net Loss Equals 12.92% of Gross Revenue

South Unit, Gateway - Agency Plains
Contract #3513
O & K Construction Co.

Detail of Cost

Labor:

Labor	$14,940.91	
Labor Insurance	747.26	
		$15,688.17

Materials:

12" Concrete Pipe	621 L. F. at $0.95	$ 589.05	
18" Concrete Pipe	54 " " " 1.72	92.88	
22" Arch-Type Corr. Metal Pipe	24" " " 3.99	95.68	
29" Arch-Type Corr. Metal Pipe	12 " " " 6.79	81.48	
			859.09

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Including Repairs	$ 9,522.28	
Rented Equipment	1,253.33	
Gas, Oil & Grease	4,042.13	
Bond	226.73	
P.U.C.	443.93	
Small Tools & Misc. Supplies	320.89	
Home Office & General Overhead	503.57	
Move In, Freight & Cartage	250.00	
		16,562.86

Total Cost $33,110.12

South Unit, Gateway - Agency Plains
Contract #3513

Remarks:

This was a Federal Aid Secondary Project for the construction of 6.06 miles of pit-run gravel surfacing on the South Unit, Gateway - Agency Plains Section of the Gateway - Agency Plains County Road in Jefferson County.

The contract was bid and awarded May 24, 1951. Work was started June 27, 1951, and the project was completed October 4, 1951.

The shaping and preparation of the road bed was done intermittently as work progressed with a caterpillar grader and a ten ton roller on an hourly equipment rental basis. The contractor rented the roller from an Equipment Company and as the roller was used only part time, the hourly cost exceeded the bid price.

The gravel pit specified and used was located 2.5 miles east of the northerly end of the project. The gravel was cemented and required ripping as the contractor decided to use tractors for loading. A T D 18A tractor with ripper was used for ripping and a cletrac with dozer pushed the gravel to a trap constructed at the pit and also pushed the gravel from the trap into the trucks. The cletrac was old and too small and was replaced with a D 6 caterpillar tractor. The material was hauled in four-8 yard trucks and one-5 yard truck. The trucks were old and the haul road was up a steep rough gravel road, which caused continual breakdowns and delays. The street work was done with a caterpillar grader, a ten ton roller and a 1,500 gallon water truck.

Slow progress was made and the average production was only 41 cubic yards per operating hour. Two members of the company worked as operators and supervisors and pushed the work to the best of their ability with the old equipment available.

The contract was bid low, $8,100 or about 27% below the second bidder and with the slow progress the job shows a loss.

E. H. Clymer
Cost Analyst

By - - - Fred Hildebrandt
Ass't. Cost Analyst

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(CONTRACT NO.) 3513

OREGON STATE H
(dat
Nov. 16,

Please note
Vou. No.
should read
19725

(EST. NO.)

3513	5-final	O. K. Construction Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)

19725 ~~18725~~	R-28134	$ 879.63	Nov. 15, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1951

Time Extensions: None

Completion Date: Oct. 4, 1951

Date Accepted: Nov. 8, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: V 19

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-106(1)
South Unit, Gateway
Agency Plains Section

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

118

State Oregon

Federal Aid Secondary

Project No. S-106(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 19 51, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of January, 19 51, a program, which was approved on the 7th day of February, 19 51, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of May, 19 51; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty thousand and 00/100 dollars ($ 20,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+23 on the east boundary of Section 22, T-10-S, R-13-E, W.M., and survey station 320+00 on the south boundary of Section 23, T-9-S, R-13-E, without exception

, length 6.056 miles, in Jefferson County, being Oregon Federal Aid/ Secondary project No. S-106(1), consisting of 6.056 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty thousand and 00/100 dollars ($20,000.00), which does not exceed the authorized Federal pro rata share of thirty-three thousand two hundred fifty-three and 22/100 dollars ($33,253.22), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

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[illegible]

[illegible]

October 30, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State Highway Contract No. 3513 covering surfacing on the South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road in Jefferson County was completed by the contractor, O and K Construction Co., on October 4, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $879.63 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $29,320.85, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Mr. J. Ross Brown
37 East Powell
Gresham, Oregon

NOTED ON CARD

10-30-51, gl

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[illegible]

October 23, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to O & K Construction Co. on contract No. 3513, for surfacing on the South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road in Jefferson County.

This payment, in the amount of $10,585.40 will be released to the contractor on or after November 2, 1951. The amount of retained percentage is $879.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Mr. J. Ross Brown
37 East Powell
Gresham, Oregon

NOTED ON CARD

10-23-51, gl

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3513

Files

October 8, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 4, 1951 on Contract No. 3513, S. Unit, Gateway-Agency Plains Section, in connection with Federal Aid Project No. S-106 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

Form E-1—10M—4-51

5-106

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 6, 1951

Section S. Unit, Gateway-Agency Plains

Kind of work Surfacing

Highway Gateway-Agency Plains County Road

Section prefix 216-1023

Contractor O and K Construction Co.

Contract number 3513

Date of contract May 24, 1951

Date of completion October 15, 1951

Date work started June 27, 1951

Estimated date of completion , 19

Amount of contract $30,230.20

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $29,320.85

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $2626, 109 %

Date project was completed October 4, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project Completed and semi-final ready to send to the Division office Monday.

Mr. Dean Swift over the project Tuesday.

Mr. Ken Wechter over the project Thursday.

Final Report.

NOTED
H. G. SMITH

RECEIVED
OCT 8 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.06			
Miles partially completed		-			
Miles completed		6.06			
Total estimated quantities					
Estimated quantities moved or placed to date		26,394			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		8			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ......1....., Rollers ....1....., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....2......, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday	Fair		

STATE PRINTING DEPT. 49418

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[illegible]

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the South Unit, Gateway-Agency Plains Section, Project No. S-106 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:ge

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-106 (1)

SOUTH UNIT, GATEWAY-AGENCY PLAINS SECTION OF THE GATEWAY-AGENCY PLAINS ROAD IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 2010
Roadway (Sta. 0+23 to 320+00)

130	cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 325.00
110	hours	Blade Grader	8.00	880.00
50	hours	Roller on Subgrade	7.00	350.00
500	lin. ft.	12" Concrete Pipe	2.00	1,000.00
60	lin. ft.	18" Concrete Pipe	3.50	210.00
26	lin. ft.	22" Arch Type Corrugated Metal Pipe	5.20	135.20
14	lin. ft.	29" Arch Type Corrugated Metal Pipe	10.00	140.00
27,200	cu. yds.	Pit-run Gravel in Surfacing	0.95	25,840.00
540	M-gals.	Sprinkling	2.50	1,350.00
			Subtotal	$30,230.20
			10% Engr. & Cont.	3,023.02
			Total	$33,253.22

Length 6.056 miles
Cost per mile $5,490.95

Federal Secondary Funds- -	$20,000.00
State Funds- -	13,253.22
	$33,253.22

State Funds for Construction: Chap. 175, laws 1917; Chap. 33 laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

April 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the S. Unit, Gateway-Agency Plains Section, Project No. S-106 (1).

One set of full scale plans and one copy of special provisions are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-106 (1)

SOUTH UNIT, GATEWAY-AGENCY PLAINS SECTION OF THE GATEWAY-AGENCY PLAINS ROAD IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as Basis for project agreement.

Salem, Oregon, April 27, 1951

Type Code 2010
Roadway (Sta. 0+23 to 320+00)

130	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 390.00
110	hours	Blade Grader	8.50	935.00
50	hours	Roller on Subgrade	7.50	375.00
500	lin. ft.	12" Concrete Pipe	2.50	1,250.00
60	lin. ft.	18" Concrete Pipe	4.50	270.00
26	lin. ft.	22" Arch Type Corrugated Metal Pipe	6.00	156.00
14	lin. ft.	29" Arch Type Corrugated Metal Pipe	9.00	126.00
27,200	cu. yds.	Pit-run Gravel in Surfacing	1.50	40,800.00
540	M-gal.	Sprinkling	2.50	1,350.00
			Subtotal	$45,652.00
			10% Engr. & Cont.	4,565.20
			Total	$50,217.20

Length	6.056 miles
Cost per mile	$8,292.14

Federal Secondary Funds- -	$30,000.00
State Funds- -	20,217.20
	$50,217.20

SOUTH UNIT, GATEWAY-AGENCY PLAINS SECTION

PROJECT NO. S-106 (1)

All necessary right of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 27, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

April 19, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

F. . Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Jefferson

Seventh Supplemental

Route No. FAS 548

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	130	S-106 (1)	2 mi. S.W. of Gateway to FA Rt. 44	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	50,000	30,000	20,000		
				TOTAL	50,000	30,000	20,000	8.00	
REQUESTED REVISION	130	S-106 (1)	Approx. 3.8 mi. S.W. of Gateway to FA Rt. 44	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	50,000	30,000	20,000		
				TOTAL	50,000	30,000	20,000	6.06	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date April 19, 1951

By Asst.
(State Highway Engineer)

Reason for change: Later and more complete data developed project cost to be greater than originally estimated. Accordingly, project length reduced to stay within approximate programmed amount.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61036-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous notification by telephone that individual project change requested April 19, 1951 revising the length of Item 130, Project S-106(1), Postwar Federal Aid Secondary Highway Program has been approved effective April 26, 1951.

The item will now appear on the program as follows:

Item	130
County	Jefferson
Project No.	S-106(1)
FAS Route No.	548
State Route	County Road
Termini	Approx. 3.8 mile S.W. of Gateway to F.A. Route 44.
Estimated Project Cost	
Total	$50,000
Federal	$30,000
State	$20,000
Length	6.06 mile

Very truly yours,

C. G. Polk
Acting District Engineer

By R. E. McMullen
R. E. McMullen
Program and Planning Engineer

May 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous notification by telephone that individual project change requested April 19, 1951 revising the length of Item 130, Project S-106(1), Postwar Federal Aid Secondary Highway Program has been approved effective April 26, 1951.

The item will now appear on the program as follows:

Item	130
County	Jefferson
Project No.	S-106(1)
FAS Route No.	548
State Route	County Road
Termini	Approx. 3.8 mile S.W. of Gateway to F.A. Route 44.
Estimated Project Cost	
Total	$50,000
Federal	$30,000
State	$20,000
Length	6.06 mile

Very truly yours,

C. G. Polk
Acting District Engineer

By

R. E. McMullen
Program and Planning Engineer

S-106(1)

May 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing three copies of a statement that the specifications for Federal Secondary Projects No. S-106 (1), S-107 (1) and S-108 (1) have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

May 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. S-106(1), South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please forward the usual copies of county maintenance and encroachment resolutions prior to the project agreement estimate submission.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
JUN [illegible] 1951
FOR FILING

[illegible]

[illegible]

June 22, 1951

O and K Construction Company
Route 1, Box 918
Gresham, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3513 which was awarded to you on May 24, 1951 by the State Highway Commission covering surfacing on the S. Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road in Jefferson County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

6-22-51 ew

RECEIVED
FOR FILING

S-106 (1)

3513

June 2, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 27, 1951 on Contract No. 3513, South Unit, Gateway-Agency Plains Section, in connection with Federal Aid Project No. S-106 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DDP:cw

NOTED
J. W. CATTRALL

May 31, 1951

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In connection with the Oregon Projects S-106(1), S-107(1), and S-108(1), enclosed are the following documents executed by the proper state, county, and city officials:

✓ S. Unit, Gateway-Agency Plains Section, S-106(1)
- Four copies of a maintenance agreement (Jefferson County)
- Four copies of an encroachment resolution (Jefferson County)

N. Unit, Culver-Juniper Butte Section, S-107(1)
- Four copies of a maintenance agreement (Jefferson County)
- Four copies of an encroachment resolution (Jefferson County)
- Four copies of an encroachment resolution (City of Culver)

Metolius-Culver Section, S-108(1)
- Four copies of a maintenance agreement (Jefferson County)
- Four copies of an encroachment resolution (Jefferson County)

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
[illegible] 1 1951
FOR FILING

[illegible]

3513

May 31, 1951

O & K Construction Company
Route 1, Box 918
Gresham, Oregon

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No. 3513 for surfacing on the South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road in Jefferson County. This award was based on your low bid of $30, 230. 20 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

RECEIVED
JUN 1 - 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S-106(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-106(1), South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains Road, to O. and K. Construction Company of Gresham, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
J. W. CATTRALL

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1951

File 125

SUBJECT:

To:

Mr. John W. Cattrall
City & County Relations

Attached hereto, for further handling, are four fully executed copies each of maintenance agreements with Jefferson County in connection with the S. Unit, Gateway-Agency Plains Section, Oregon Project S-106(1) FAS Hwy. 546; the Metolius-Culver Section, Oregon Project S-108(1) FAS Hwy 548; and the N. Unit, Culver-Juniper Butte Section, Oregon Project S-107(1) FAS Hwy. 547.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each agreement has been sent to the County Court of Jefferson County.

Secretary

rn
attach: 3 (4)

RECEIVED
MAY 15 1951
ENGINEER
COUNTY & CITY RELATIONS

Oregon Project S-106(1)
FAS Hwy. 546, Jefferson Co.

RESOLUTION

WHEREAS, a County Road in Jefferson County, State of Oregon, known as the Gateway-Agency Plains County Road, is routed through the County of Jefferson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jefferson County, the section adopted for improvement being more particularly described as follows; to wit:

From FA Route 44 northerly and easterly to State Highway Engineer's Survey Station 320+00, approximately 1180' east of the N. & S. center line of Section 23, T. 9S., R. 13E., W.M.; a distance of 6.06 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Jefferson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jefferson County, Oregon, that no encroachments will be permitted on the county road, known

as the Gateway-Agency Plains County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jefferson County, Oregon, this 2nd day of May, 1951.

Attest:

Nellie Watts
County Clerk

By T A Power
County Judge

By Chester S Luelling
County Commissioner

By D M Pluemke
County Commissioner

RECEIVED
MAY 14 1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-106(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. S-106(1), South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please forward the usual copies of county maintenance and encroachment resolutions prior to the project agreement estimate submission.

Very truly yours,

Polk
C. G. POLK
Acting District Engineer

Department of Commerce
Bureau of Public Roads
Division Eight

COPY

April 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your April 20 letter (received April 25) it will be satisfactory to combine projects S-107 (1) and S-108 (1) in a single contract and likewise permit combination bidding for these two projects with the contract for project S-106 (1) located about 10 miles distant from the other two.

Very truly yours,

/s/ C. G. Polk

C. G. Polk
Acting District Engineer

April 27, 1951

Honorable T. A. Power
Jefferson County Judge
Madras, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

The Highway Commission plans to call for bids at its May 24-25 meeting on the S. Unit, Gateway-Agency Plains, the Metolius-Culver, and the N. Unit, Culver-Juniper Butte Sections of FAS Highways 546, 548, and 547 respectively. In connection with these projects the Federal Bureau of Public Roads requires that the County Court adopt a standard form of encroachment resolution and execute a maintenance agreement for each of the sections to be improved. The encroachment resolutions provide that the County will permit no encroachments on the right-of-way which will interfere with the free and convenient flow of traffic. The maintenance agreements provide that the County will maintain the sections after improvement in a satisfactory manner.

Enclosed are seven copies each of encroachment resolutions and maintenance agreements covering each of the three sections proposed for improvement. It would be appreciated if the County Court will adopt all three of the resolutions and return six copies, signed by the Court and attested by the County Clerk, of each resolution to this office. Also please execute all copies of each maintenance agreement and return all seven signed copies of each agreement to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records.

In order to clear these projects for contracting, we would like to have the signed resolutions and agreements in our hands prior to May 11, 1951.

Under separate cover we are forwarding a set of plans for each section. These plans are for the County's information and records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

Encl.

RECEIVED
APR [illegible] 1951
FOR FILING

April 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the three small secondary projects on county roads in Jefferson County, namely: Projects S-106 (1), S-107 (1) and S-108 (1).

Because of the small sizes of these projects, their proximity to each other and the similarity of work to be done, we propose to combine projects 107 (1) and 108 (1) in a single contract. We propose, also, to permit combination bidding for (1) the contract for project 106 (1), and (2) the contract for projects 107 (1) and 108 (1).

Projects 107 (1) and 108 (1) are contiguous, one with the other. Project 106 (1) is about 10 miles from the other two.

Bids for these projects are planned to be received on May 24 or 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

BF-148(14) Hampton-Gap Ranch Sec., 1951
Central Oregon Hwy.
#3514

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APR 1 1955
FOR FILING

PE-14 (1)

9

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 17, 1955

SUBJECT: Hampton-Gap Ranch Section

To:

Mr. W. C. Williams
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith pictures taken during March on the Hampton-Gap Ranch Section.

Very truly yours,

WM. E. CHANDLER
Division Engineer

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

WEC:me
Encls.

RECEIVED
MAR 18 1955
OFFICE OF
STATE HIGHWAY ENGINEER

3-5-14

Form PR 2 (Revised 1946)

State Oregon

Project No. EF-148(14)

Federal Aid Bond Issue

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of April, 1951, a program, which was approved on the 9th day of May, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred eighty-eight thousand and 00/100 dollars ($388,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.:
(Include date and citation of act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 3294+94.3 at the west boundary of Section 8, T. 22 S., R. 21 E., W.M., and survey station 4774+57.3 in the NW 1/4, Section 31, T. 23 S., R. 25 E., W.M., without exception, length 27.998 miles, in Deschutes, Lake and / Harney Counties, being Oregon Federal Aid / Bond project No. FF-148(14), consisting of 27.998 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator' "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred eighty-eight thousand and 00/100 dollars ($388,000.00), which does not exceed the authorized Federal pro rata share of six hundred fifty thousand, nine hundred ninety-two and 10/100 dollars ($650,992.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 115

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M A Mc [illegible]
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

OREGON DISTRICT
RECEIVED

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

Oregon State Highway Department

Federal-aid Project
No. EF-148 (14)

HAMPTON GAP RANCH SECTION OF THE CENTRAL OREGON HIGHWAY IN LAKE, HARNEY AND DESCHUTES COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1952

Type Code 6201
Roadway (Sta. 3294+94.3 to 4774+57.3)

170	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 680.00
10,000	cu. yds.	Borrow Excavation, Unclassified	0.40	4,000.00
40,000	yd. mile	Truck Haul on Borrow	0.15	6,000.00
600	hours	Blade Grader	8.00	4,800.00
300	hours	Bull Dozer	10.00	3,000.00
170	lin. ft.	18-inch Concrete Pipe	3.30	561.00
50	lin. ft.	24-inch Concrete Pipe	4.60	230.00
130	lin. ft.	36-inch Concrete Pipe	9.00	1,170.00
43,000	cu. yds.	Pit-run Cinders in Shoulders	1.20	51,600.00
5,000	tons	Asphaltic Concrete Mixture in Patching	5.00	25,000.00
49,800	tons	Asphaltic Concrete Mixture	4.40	219,120.00
7,600	tons	86-100 Asphalt in Mixture	33.00	250,800.00
330	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	14,850.00
2,000	cu. yds.	Aggregate in Seal Coat	5.00	10,000.00
		Subtotal		$591,811.00
		10% Engr. & Cont.		59,181.10
		Total		$650,992.10

Length of Roadway	27.998 miles
Cost per Mile	$23,251.37

Federal Funds	$388,000.00
State Funds	262,992.10
	$650,992.10

State Funds for Constr.: Chap.175, laws 1917; chap.31, laws 1920; chap.529, laws 1939; chap.491, laws 1951.
State Funds for Maint.: Chap.529, laws 1939.

Oregon State Highway Department Federal Aid Project No. F-148 (14)

HAMPTON-GAP RANCH SECTION OF THE CENTRAL OREGON HIGHWAY IN LAKE, HARNEY AND DESCHUTES COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 8, 1951

Type Code 6201
Roadway (Sta. 3294+94.3 to 4774+57.3)

170	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 510.00
10,000	cu. yds.	Borrow Excavation, Unclassified	0.45	4,500.00
40,000	yd. mi.	Truck Haul on Borrow	0.15	6,000.00
600	hours	Blade Grader	8.50	5,100.00
300	hours	Bulldozer	12.00	3,600.00
170	lin. ft.	18-inch Concrete Pipe	4.00	680.00
50	lin. ft.	24-inch Concrete Pipe	6.00	300.00
130	lin. ft.	36-inch Concrete Pipe	10.00	1,300.00
43,000	cu. yds.	Pit-run Cinders in Shoulders	1.20	51,600.00
5,000	tons	Asphaltic Concrete Mixture in Patching	4.25	21,250.00
49,800	tons	Asphaltic Concrete Mixture	3.50	174,300.00
7,600	tons	86-100 Asphalt in Mixture	36.00	273,600.00
330	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	17,850.00
2,000	cu. yds.	Aggregate in Seal Coat	4.00	8,000.00
			Subtotal	$568,890.00
			10% Engr. & Cont.	56,889.00
			Total	$625,779.00

Length	27.998 miles
Cost per mile	$22,350.84

HAMPTON-GAP RANCH SECTION

PROJECT NO. F-148(14)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 8, 1951

Form E-61—15M—8-53

LL 4e(4)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project 3514 / Hampton-Gap Ranch
Highway Central Oregon
Contractor
Contract No.
Submitted by G. W. Ross

Prefix No. 5803-707
County
F. A. Project No.
Date reported Sept. 17, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 2.31 mi. N. of mile 79.6, Central Oregon Hwy.
Sampled at
To be used Asph. Conc.
Sampled by G. W. Ross
Date received Sept. 10,1953
Quantity represented

TEST RESULTS

Laboratory No. 317932
Data Sheet No. Letter
Type of material Cinders
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1	0	0	
3/4	0.2	0.2	
1/2	5.6	5.8	
1/4	41.3	47.1	
10	34.4	81.5	
40	6.5	88.0	
80	2.9	90.9	
200	4.3	95.2	
Pass	4.8	4.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	32.8	
Specific gravity (Le Chatelier)	2.78	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Chandler
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- x Files
- x R. H. Baldock

W. C. WILLIAMS
Engineer of Materials

State Printing 60226

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project **Hampton - Gap Ranch**
Highway **Central Oregon**
Contractor or Foreman
Contract No.
Submitted by **G.W. Koss**
Paving Crew No.
Prefix No. **5803-707**
County
F. A. Project No.
Date reported **Sept. 17, 1953**

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type **Asph. Conc.**
Asphaltic cement
Grade
Weather
Date laid
Sampled by
Mixture
Location by mile **63.24**
Average thickness
Date received
Remarks:

TEST RESULTS

Laboratory No. **317931**
Data Sheet No. **Letter**
Screen opening: To ¼ in. **Square**
¼ in. and below:— Square

Granulometric analysis:

Retained on	*Per cent single sieve*
3/4	0
1/2	3.0
1/4	25.2
4	9.3
No. 10	17.2
No. 40	11.9
No. 80	4.3
No. 200	6.6
Pass No. 200	7.0
Tar and/or bitumen	15.5

Aggregate passing No. 10 sieve:

Retained on	*Per cent single sieve*
No. 40	39.9
No. 80	14.4
No. 200	22.2
Pass No. 200	23.5

Cut sample
Location
Specific gravity
Voids
Voids mineral aggregate
Compaction
Thickness

REMARKS

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer **Chandler**
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- x Files
- x **R. H. Baldock**

NOTED
W. C. WILLIAMS

G W K
Engineer of Materials

State Printing 65109

Mr. Baldock.

To note

You asked for laboratory report on Asphaltic Concrete & cinders used as aggregate on Hampton-Gap Ranch Section. I inspected this carefully last week and it is in excellent condition after two years wear.

W.C.W.

RECEIVED
FOR FILING
FORM E-30 25M 1-52 55419

REFERRED TO
Mr. Baldock
St. Asst. Chief Engineer
Your info.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

I am attaching hereto skid resistance data on the Hampton-Gap Ranch Section of the Central Oregon Highway which I am sure will be of interest to you and Mr. Baldock, as this is by far the highest coefficient which we have found on any pavement.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

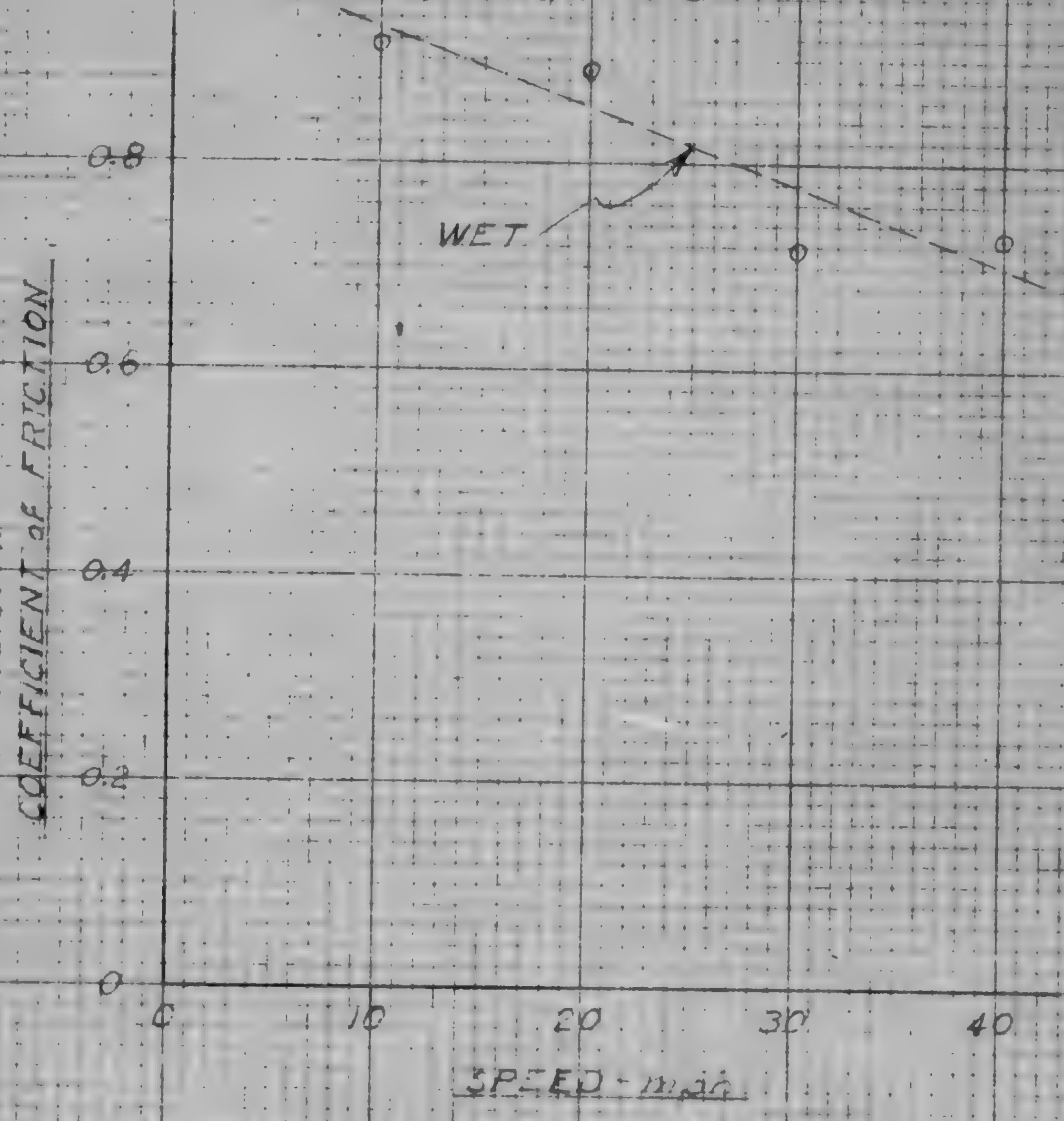
NOTED
W. C. WILLIAMS

NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

CENTRAL OREGON HIGHWAY
HAMPTON - GAP RANCH SECTION
TESTED AT HAMPTON
DESCHUTES COUNTY

COEFFICIENTS of SLIDING FRICTION
for Rib Tread Tire



NOTE:
SEALED 1951 USING R.S. #1 & $\frac{1}{4}$ - #0

TESTED 10 & 12 MARCH 1952
by MILLER & STRONG

359-5 KEUFFEL & ESSER CO
10 × 10 to the inch.
MADE IN U.S.A.

RECEIVED
FEB 26 1952
FOR FILING

R H

February 14th, 1952

Central Oregon Highway
Contract #3514

FINAL COST ANALYSIS
Asphaltic Concrete Paving
Fuller and Powers, Contractors
R. L. Cox, Resident Engineer

Hampton-Gap Ranch Section
[illegible] 19-1041

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Struct. Exc., Unclass.	167.4	Cu. Yd.	$4.00	$2.63	$ 440.16	$ 669.60
Borrow Exc., Unclass	10,635	" "	0.40	0.314	3,343.62	4,254.00
Truck Haul on Borrow	41,998	Yd. Mi.	0.15	0.113	4,745.71	6,299.70
Blade Grader	74.75	Hour	8.00	6.62	494.60	598.00
Bulldozer	26.5	Hour	10.00	9.19	243.61	265.00
18" Concrete Pipe	231	Lin. Ft.	3.30	3.69	853.58	762.30
24" " "	93	" "	4.60	5.30	492.61	427.80
36" " "	126	" "	9.00	8.51	1,072.14	1,134.00
Asph. Conc. Mixture in Patching	5,197.355	Ton	5.00	3.57	18,556.75	25,986.78
Asph. Concrete Mixture	44,034.53	"	4.40	3.29	144,769.59	193,751.93
86-100 Asphalt in Mixture	7,864.01	"	33.00	33.00	259,505.16	259,512.33
RS-1 Emuls. Asph. in Seal Coat	485.662	"	45.00	43.76	21,253.58	21,854.79
Aggregate in Seal Coat	3,310	Cu. Yd.	5.00	2.22	7,346.04	16,550.00
PA #1 (Revised) Cinder Borrow	28,860	" "	0.40	0.269	7,760.24	11,544.00
PA #1 (Revised) Hauling Cinder Borrow	180,228	Yd. Mi.	0.08	0.068	12,316.70	14,418.24
PA #2 Load & Place Pit Run Gravel in Shoulders	6,529	Cu. Yd.	0.40	0.314	2,052.71	2,611.60
PA #2 Hauling Pit Run Gravel in Shoulders	22,303.5	Yd. Mi.	0.15	0.113	2,520.30	3,345.53
PA #3 12" Concrete Pipe	27	Lin. Ft.	2.50	2.10	56.69	67.50
PA #3 30" " "	15	" "	7.50	6.92	103.80	112.50
PA #3 Struct. Exc., Unclass.	1.9	Cu. Yd.	4.00	2.63	4.99	7.60

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #4, Furn., Place & Load Pit Run Gravel on Shldrs.	20,250	Cu. Yd.	$0.45	$0.314	$ 6,366.59	$ 9,112.50
PA #4, Hauling Pit Run Run Gravel on Shoulders	140,938	Yd. Mi.	0.15	0.113	15,925.99	21,140.70
PA #5, Furn. & Place 200-300 Asphalt in Seal Coat	216.7	Ton	43.00	40.08	8,685.64	9,318.10
Private Paving Inc. Emuls. Asph. & Aggregate in Seal Coat					2,106.22	2,605.80
					$521,017.02	$606,350.30

Gross Revenue	$606,350.30
Total Cost	521,017.02
Net Profit	$ 85,333.28

Net Profit Equals 14.1% of Gross Revenue

Bahler & Rogers

Detail of Cost

Labor:

Labor and Supervision		91,041.03	
Labor Insurance		5,929.10	
			$96,970.13

Materials:

85-100 Asphalt		1[illegible],346.29	
Freight on 85-100 Asphalt		[illegible],043.97	
PS-1 Bulk. Asphalt		12,030.75	
Freight on PS-1		4,559.92	
200-300 Asphalt		4,[illegible].40	
Freight on 200-300 Asphalt		2,055.07	
12" Concrete Pipe	27 Lin. Ft. at $1.12	10.21	
18" " "	231 " " " 2.36	545.16	
24" " "	93 " " " 3.77	350.61	
30" " "	15 " " " 4.89	73.35	
36" " "	126 " " " 6.67	840.42	
			$77,000.16

Equipment Rentals and Miscellaneous Expense:

Equipment Rentals (Owned)	61,374.25	
Hired Trucks (Without Drivers and Gas and Oil)	32,[illegible]91.74	
Gas, Oil and Grease	24,760.63	
Fuel Oil for Plant	5,540.90	
Misc. Supplies & Small Tools	9,[illegible]37.57	
P.U.C. Fees	875.50	
P.L. & P.D. Insurance	1,030.60	
Bond	5,6[illegible].46	
Home Office and General Overhead	16,[illegible]43.38	
		147,046.73

Total Cost $321,017.02

Hampton-Gap Ranch

Cost of Crushing Cinder Aggregate

	Cost	Quantity Used	Unit		Unit Cost
Move In and Set Up	$3,784.31	54,850	Cu.	Yd.	$0.069
Haul to Crusher	9,493.59	"	"	"	0.173
Crushing	14,638.86	"	"	"	0.267
Stockpiling	2,519.14	"	"	"	0.046
	$30,435.90	"	"	"	$0.555

A two-crusher crushing plant was set up at a cinder deposit 3 miles north of M.P. 79.6. The asphaltic concrete paving plant was set up near the crushing plant, and the crushed aggregate was conveyed and stockpiled directly on or near the tunnel.

The cinders in this pit were about 2" - 0, and about 70% passed the 3/4" screen and did not require crushing but were screened and bypassed to the stockpile. A D-8 cat and dozer and a D-8 cat and 12 cu. yd. scraper moved the cinders from the pit into the crusher.

Excellent production was made, and approximately 63,000 cu. yds. of 3/4" - 0 cinder aggregate were produced in 480 operating hours, an average of 131 cu. yds. per hour. Approximately 8,000 cu. yds. of the aggregate produced was surplus and was left in stockpile at the plant site, and this increased the cost of the crushed cinders which were used.

Hampton-Gap Ranch

Cost of Asphaltic Concrete Pavement

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$4,374.77	49,232	Ton	$0.099
Feed Plant	2,500.06	"	"	0.052
Heat & Mix	47,353.50	"	"	0.972
Haul to Road	44,358.00	"	"	0.901
Street Work	25,157.55	"	"	0.511
Cost of Aggregate	30,349.92	"	"	0.616
Supervision & Overhead	8,172.51	"	"	0.166
Subtotal	$163,326.34	"	"	$3.317
Asphalt (Bid Separately)	259,505.16	"	"	5.271
Total Cost	$422,831.50	"	"	$8.583
Contractor's Bid (Average)				$9.735

The asphaltic concrete was made of 8[illegible] cinders and [illegible] (85-100) asphalt and was light in weight, averaging 95 pounds per cubic foot compacted. The average weight of gravel aggregate mixture is about 145 pounds per cubic foot compacted. Therefore, 52.6% more asphaltic concrete would have been required if gravel aggregate had been used instead of cinders. The contractor's average bid of $9.735 per ton for cinder mix is equivalent to a bid of $6.38 per ton for a gravel aggregate mix.

A Pioneer continuous mixing plant was set up at the cinder pit adjacent to the crushing plant. 49,232 tons of asphaltic concrete was produced in [illegible] operating hours, an average of 74.6 tons per hour.

Hamilton-[illegible]
Contract [illegible]

Remarks:

This was a "Federal Aid Project" for grading, [illegible], asphaltic concrete paving and shoulder construction of [illegible] miles, [illegible], section of the Central Oregon Highway.

The contract was bid and awarded May [illegible], 1951. Work was started June 11th, and completed October [illegible], 1951.

The roadbed was [illegible] pit run gravel and pit run cinders. The gravel was hauled from a [illegible] pit located adjacent to the highway at M.P. 74.6. This gravel was cemented and was loosened with a D-8 cat and ripper and then loaded into trucks with a 3/4 cu. yd. shovel. Cinders were hauled from a pit located 3 miles north of M.P. 72.6 and from a pit located 2.3 miles north of M.P. 84.5. Excellent progress was made on borrow material which was ~~located~~ [illegible] with the 3/4 cu. yd. shovel and hauled in trucks and heavy hauling equipment.

The [illegible] gravel obtained from gravel pits located [illegible] the highway. [illegible] cemented and required ripping with D-8 [illegible] before [illegible] with the 3/4 cu. yd. shovels into trucks, Euclids and DW 10 [illegible]. The contractor had plenty of equipment and excellent progress was made.

Some of [illegible] crushing equipment was moved in June [illegible], to a cinder deposit located [illegible] miles north of M.P. [illegible]. [illegible] plant was erected, and crushing [illegible] July 2nd. The cinders in this pit were small (2" - 0), and a D-8 [illegible] and 12 cu. yd. [illegible] were used to feed the crusher. The crushed material was moved and stockpiled on the asphalt plant tunnel with a long conveyor belt. A D-8 cat and dozer was used on the stockpile part time. Excellent progress was made on crushing cinders, and the cost of asphaltic concrete aggregate was only [illegible] per cubic yard.

A 150-ton per hour Pioneer continuous mix asphaltic concrete paving plant was moved in and set up adjacent to the crushing plant. Paving was started July 7th, 1951. During the first few days operation was rather low (about 500 tons per day) while adjusting the mix, [illegible] and getting organized. Excellent [illegible] thereafter, and production was increased to a maximum of 1,[illegible] tons per day. The plant was operated 10 to 11 hours per day. The average production for the entire job was [illegible] tons per hour.

The cinders were [illegible], and the 1/4" - 0 [illegible] weighed about 60 pounds per cubic foot, dry, [illegible] in stockpile. Approximately [illegible] cu. yds. of aggregate were required for each ton of asphaltic concrete. This included loss due to [illegible] fines, moisture content and [illegible] in stockpile. [illegible] asphalt was required. [illegible] experienced in rolling the asphaltic concrete, and it was found that [illegible] allowed to cool over night, it could be rolled the following day with [illegible] rollers.

The contractor made excellent progress with fine supervision and good equipment, resulting in a nice profit.

L. H. Clymer
Cost Analyst

By . . K. T. Wechter

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B7-148 (14)

(CONTRACT NO.) 2514

OREGON STATE HIGHWAY DEPARTMENT

(date) Dec. 21, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3514	6-final	Babler & Rogers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22134	R-30207	18,100.11	Dec. 21, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: **Oct. 31, 1951**

Time Extensions: **None**

Completion Date: **Oct. 12, 1951**

Date Accepted: **Nov. 8, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-24-51**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1951
A. A. Wichlander

[illegible] CARD
12-27-51

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DEC 7 1951
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December 6, 1951

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State highway contract No. 3514 for work performed on the Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney and Deschutes Counties was completed by the contractor, Babler and Rogers, on October 12 and was formally accepted by the Highway Commission on November 8, 1951.

Final payment in the amount of $18,100.11 will be released to the contractor on or after December 17, 1951. The total contract amount is $603,744.50, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

12-6-51 gl

[redacted]

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NOV 1951
FOR FILING

[illegible]

[illegible]

October 30, 1951

The Fidelity & Casualty Co.of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler & Rogers on contract No. 3514, for grade widening and paving on the Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney and Deschutes Counties.

This payment, in the amount of $36,468.79, will be released to the contractor on or after November 9, 1951. The retained percentage is $18,112.71.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

10-30-51, JC

Form E-1—5M—7-49

B3 [illegible]

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 20, 1951, 19

Section	Hampton - Gap Ranch	Kind of work	Grade Widening & Paving
Highway	Central Oregon	Section prefix	19-1012
Contractor	Babler & Rogers	Contract number	[illegible]
Date of contract	May 24, 1951, 19	Date of completion	Oct 31,1951, 19
Date work started	June 11, 1951, 19	Estimated date of completion	Oct. 12, 1951, 19
Amount of contract	$521,811.30	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering $[illegible],777.10

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $25,000.00, 52.31 %

Date project was completed Oct. 12, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this contract was finished as of Oct. 12, 1951.

Striping crew finished striping center line Wednesday Oct. 17th.

Engineering crew set string for same from M.P. 83.[illegible] to M.P. 91.0

NOTED
H. G. SMITH

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B A MARTIN

Signed

Address 1290 Wall Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	rain cloudy		
Friday	cloudy		
Saturday			

State Printing Dept. 32571

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F 7 148 (4)

October 18, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 12, 1951 on Contract No. 3514, Hampton-Gap Ranch Section, in connection with Federal Aid Project No. SF-148 (14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

c.c.: John Cattrall

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B7-148(14)

June 22, 1951

Babler and Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3514 which was awarded to you on May 24, 1951 by the State Highway Commission covering grade widening and paving on the Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney, and Deschutes Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~NOTED ON CARD~~
6-22-51 w

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FOR FILING

B7-148(14)

3514

May 31, 1951

Babler and Rogers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No 3514 for grade widening and paving the Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney, and Deschutes Counties. This award was based on your low bid of $591,811.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

RECEIVED
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 24, 1951

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project BF-148(14), Hampton-Gap Ranch Section of the Central Oregon Highway, to Babler Bros. and Rogers Construction Company of Portland, who submitted the low bid.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

N DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

F7-142(14)
3514

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-148(14), Hampton-Gap Ranch Section of the Central Oregon Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

320-1703 Oakridge (Hills & Beech) 1951
paving project.

#3515

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FOR FILING

5515

Salem, Oregon
June 15, 1954

[illegible] Tax 11

Mr. John W. Cottrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Oakridge covering the Special City Allotment project in the City of Oakridge.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Oakridge, Oregon.

Very truly yours

Secretary

rn
Attach:

gen'l file

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Oakridge. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission. Your signature of approval is required on both copies.

This project was approved by the Commission on December 10, 195~~4~~3.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-10-53 Minute page 36
Floyd Query
Ass't. Secretary

RECEIVED
JUN 7 1954
OFFICE OF
STATE HIGHWAY ENGINEER

October 22, 1951

Mr. K. L. Randall
City Recorder
Oakridge, Oregon

Dear Sir:

Contract No. 3515 with Central Heating Company for paving on the Hills Street-Beech Street section in the City of Oakridge was completed September 17, 1951, and accepted by the Highway Commission on October 11, 1951. Under the terms of the agreement dated April 13, 1951, the City now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, September 17, 1951.

When available a statement of final costs will be presented to the City and adjustment will be made on the City's share in the cost of the project at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

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[illegible]

3515 ~~(CONTRACT NO.)~~

OREGON STATE HIGHWAY COMMISSION
(date)
October 30, 1951

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
3515	2 Final	The Central Heating Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19142	R-27072	$ 750.00	Oct. 30, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: None needed

Completion Date: Sep. 17, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-31-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
By Lloyd Query
Acting Secretary

Warrant Mailed:
OCT 31 1951
DBJ

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[illegible]

October 19, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3515 for paving on the Oakridge (Hills St. & Beech St.) City Street Section in Lane County was completed by the contractor, The Central Heating Co., on September 17 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $750 will be released to the contractor on or after October 29, 1951. The total contract amount is $12,589.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Portland Branch Office

Niegenthaler & Stevenson

NOTED ON CARD

10-19-51

RECEIVED
FOR FILING

[illegible]

3515

October 9, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to The Central Heating Co. for work performed on contract No. 3515, covering paving on the Oakridge (Hills St. & Beech St.) Section in Lane County.

This payment, in the amount of $11,839.81, will be released to the contractor on or after October 19, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Siegenthaler & Stevenson
Titus Bldg.
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

[illegible]

Form E-1—6M—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 22, 1951, 19

Section Oakridge (Hill St. & Beech St)

Kind of work Paving

Highway City Street

Section prefix 520-1705

Contractor The Central Heating Company

Contract number [illegible]15

Date of contract May 24, 1951

Date of completion September [illegible]0, 1951

Date work started September 10, 1951

Estimated date of completion September 30, 1951

Amount of contract $10,[illegible]

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $12,589.81

Per cent of contract completed, based on total contract price %

Engineering cost to date $501.00, %

Date project was completed September 17, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Seal coat completed Saturday, September 15th.

Semi-Final estimate completed and mailed to Mr. [illegible], Division Engr.

NOTED
H. W. [illegible]

RECEIVED
SEP 24 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address [illegible], Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS Aggregate	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			.61	.61	.61
Miles partially completed					
Miles completed			.61	.61	.61
Total estimated quantities			40 C. Y.	7 Tons	1200 Tons
Estimated quantities moved or placed to date			41 C. Y.	7.945 Tons	1204.68 T
Average daily quantities			41 C. Y.	7.945 Tons	400
Average daily quantities necessary to complete project on time					
Number shifts per day			1	1	1
Hours per shift			9	9	9
Average force on project for week			18	18	18

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	11					1	12
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	6						6
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers 1, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Distributor 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday	All		
Thursday			
Friday		week	
Saturday			

State Printing Dept. 32571

Form A-150—5M—8-49

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Commission

SALEM, OREGON

City of Oakridge
Oakridge, Oregon

Attn: Mr. K. L. Randall, City Recorder

Invoice No. 20067
Date June 19, 1951
Your Req. No.
Billing Request No. cc 17
Credit distribution: None

Advance Deposit		$3,500.00
Revised estimated total cost	$15,500	
Agreed State share	15,000	
Est. City share to be retained on deposit		500.00
To be refunded		$3,000.00

NOTED
J. F. HAGEMANN

State Printing Dept. 33936

RECEIVED
[illegible] 1951
FOR FILING

320-1902

3515

June 13, 1951

The Central Heating Company
865 Olive Street
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3515 which was awarded to you on May 24, 1951 by the State Highway Commission covering paving on the Oakridge (Hills Street and Beech Street) Section on a city street in Oakridge, Lane County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

Enclosure

RECEIVED
1951
FOR FILING

320-[illegible]

3515

May 31, 1951

Central Heating Company
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No. 3515 for paving on Hills and Beech Streets in Oakridge in Lane County. This award was based on your low bid of $13,496.40 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

May 11, 1951

NOTED
J. W. CATTRALL

Mr. K. L. Randall
City Recorder
Oakridge, Oregon

Dear Sir:

This is to acknowledge receipt of Certified Check No. 53 on the Oakridge Branch of the First National Bank in the amount of $3,500 which represents the advance deposit by the City of Oakridge in connection with the special city allotment project on Hill and Beech Streets.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
APR 19 1951
FOR FILING

April 19, 1951

Mr. Kenneth L. Randall, City Recorder
City Hall
Oakridge, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Oakridge covering the improvement of Hills and Beech Street from Willamette Highway to First Street, a distance of approximately 0.61 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
encl. 1

Sheet ____ of ____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Oakridge **Logged by** HCL **Car No.** 48-1

Road or Street Hills and Beech St **Recorder** HCL

Date 4-18-51 **Weather** Fair warm **Project** 250,000 '51

M. P.	Length	Width	Type	Condition	Remarks
1st St .00		26'	gravel	good	
0.06	0.06	26			
R.R. 0.10		28'	gravel	good	
0.12		28'	Grav	good	
Jasper St 0.19		22'			Ditch 24' C-C
Hills 0.26					
Jasper 0.45		22'			
0.54		24'			Ditch 28'
0.61		26'			[illegible] 30'
					Give this copy to [illegible]

NOTED
J. W. CATTRALL

March 8th, 1951

Mr. Kenneth L. Randall
City Recorder
Oakridge, Oregon

Dear Sir:

The State Highway Commission at its February 26 - 27 meeting approved a project in Oakridge to be constructed from the 1951 $250,00 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000 and preparing the street in condition to receive pavement. This project consists of the placing of asphaltic concrete pavement on Hills and Beech Street from the Willamette Highway to First Street and is presently estimated to cost $18,500.

You will be contacted at a later date to work out details of the project and to negotiate and agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

Oak Ridge 12-15-50

[illegible] Estimate

[illegible] from [illegible] Highway
[illegible] .61 mile.

[illegible] macadamizing
[illegible] 25 [illegible]

[illegible]	.61 mile	1000	$610.00
3/4 [illegible] phalt	1000 cu yds	4.00	4000.00
[illegible]	12 tons	60.00	720.00
[illegible]	20 [illegible]	4.00	8000
[illegible] 120-150	50 tons	60.00	3000.00
[illegible]	600 cu yds	5.00	3000.00
			$11,410.00
$13,300 [illegible]			1426.25
[illegible]			400.00
			$13,236.25

[illegible]

OAKRIDGE

PRELIMINARY ESTIMATE

9/21/50

Hills and Beech Streets from Willamette Highway to First Street, a distance of approximately 0.61 mile.

Place 3" of asphaltic concrete 20' in width.

Unit	Quantity	Unit Price	Total
Preparation of grade	0.61 mile	$1000.	$ 610.00
Asphaltic concrete	1400 tons	10.50	14,700.00
Emulsified asphalt in seal	7 tons	60.00	420.00
Aggregate in seal	35 c.y.	6.00	210.00

Preliminary Estimate of Construction	$15,940.00
12-1/2% Engineering & Contingencies	1,992.50
Preliminary Engineering	550.00
	$18,482.50

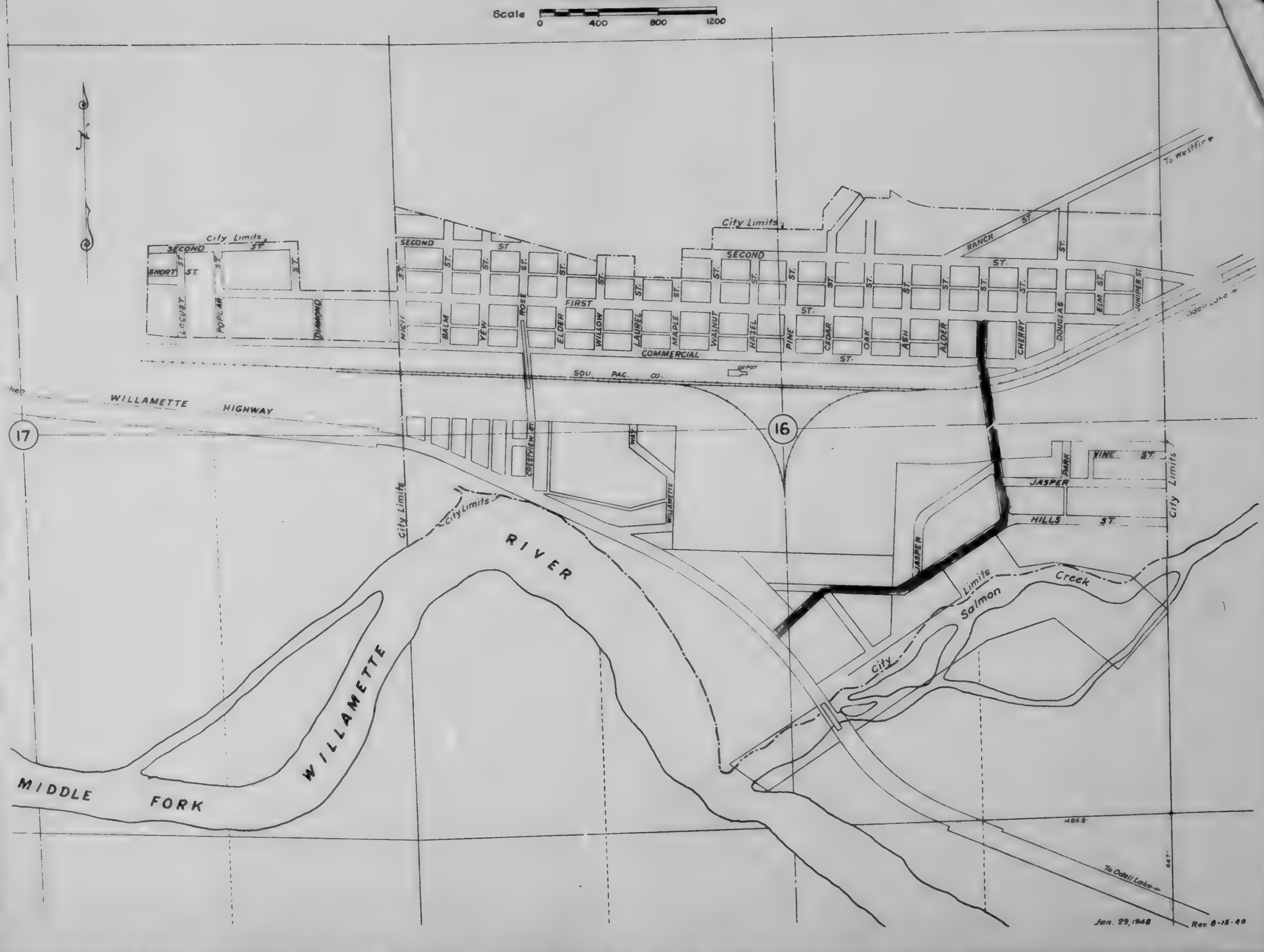
Total Estimate $18,500

NOTE: City to completely prepare the street for paving.

HCA:MM

OAKRIDGE

T. 21S., R. 3E. W.M.



$250,000 - City allotment 1951

Oakridge 8-1-50

(approx. 0.61 mile)

Made investigation of Beech and Hill Street, with City Recorder Dale Helikson and Councilman on streets.

City has regraded street widened and place base rock and surfacing, and have made a good start on drainage. Say it has 60' right of way. At present it is surfaced approximately 22' in width.

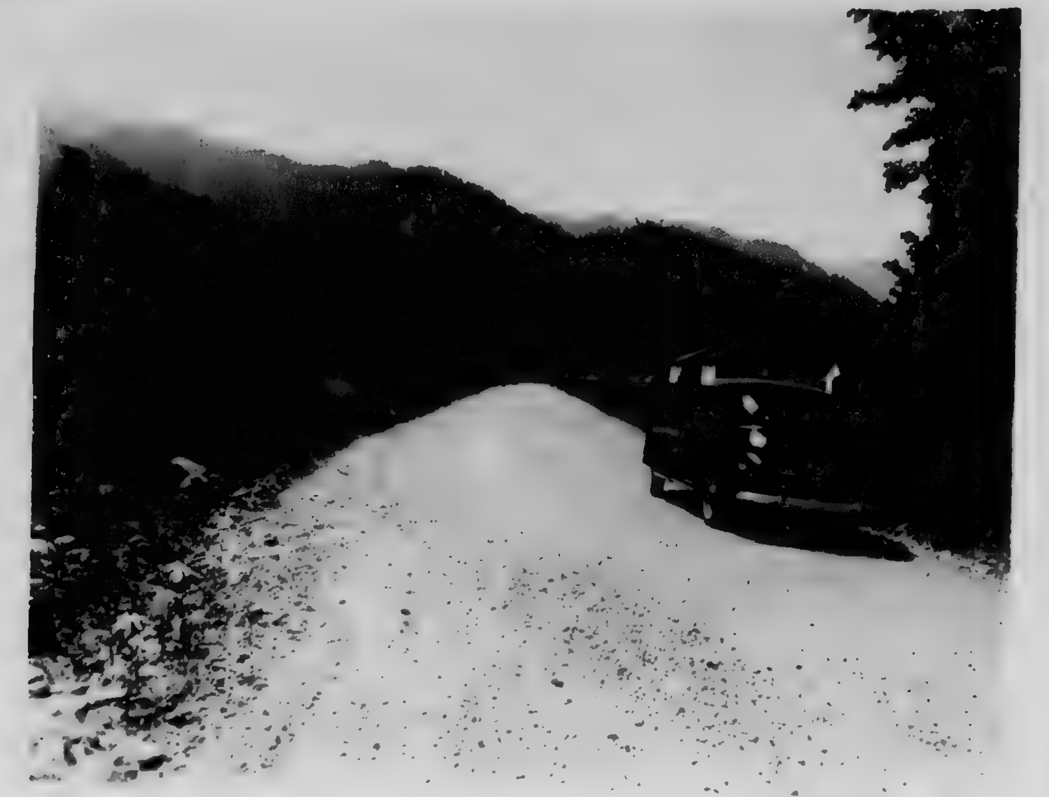
Street did not show much traffic at least while investigation was being made, but because of closing of Crestview Bridge to all trucks is the only entrance at present to the town for trucks, City has had a considerable increase in population, having a present official population of 1557 as against 991 (made by Secretary of State count) of 1948. and a large part of this increase evidently uses the Beech and Hill Street route. ([illegible])

City say they will finish the drainage project and will maintain the street this coming winter and repair any weak spots, if they develop. And will also be able to pay a part of the cost of paving if project is approved by Commission.

Rock is available at the Oak Ridge Sand & Gravel Co in Oakridge. Average price for oil rock at bunkers $1.75 per cubic yard.

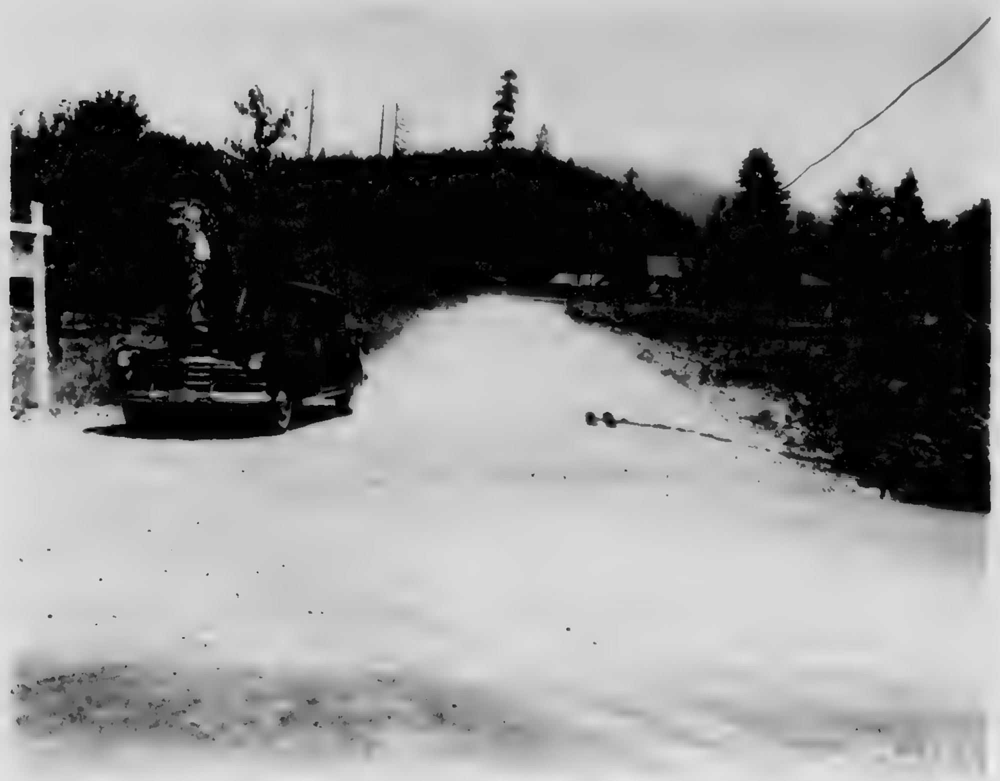
H.C.C.

Oak Ridge



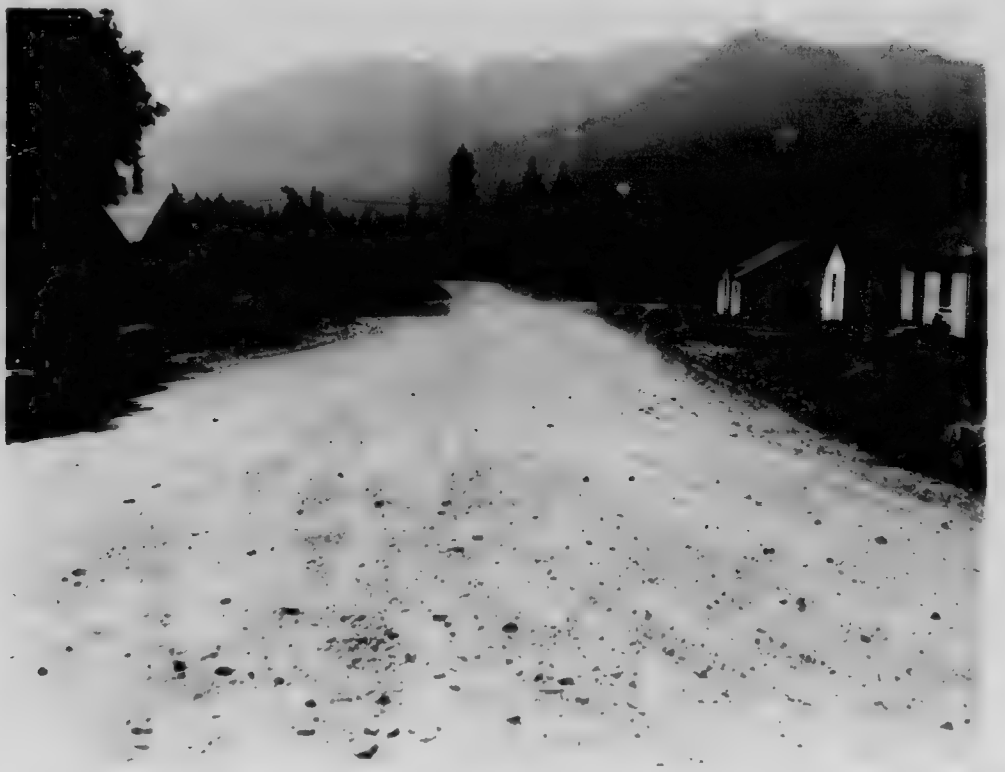
50-14

Hills Street from junction of Beech and Hills St
looking S.W. 8-1-50



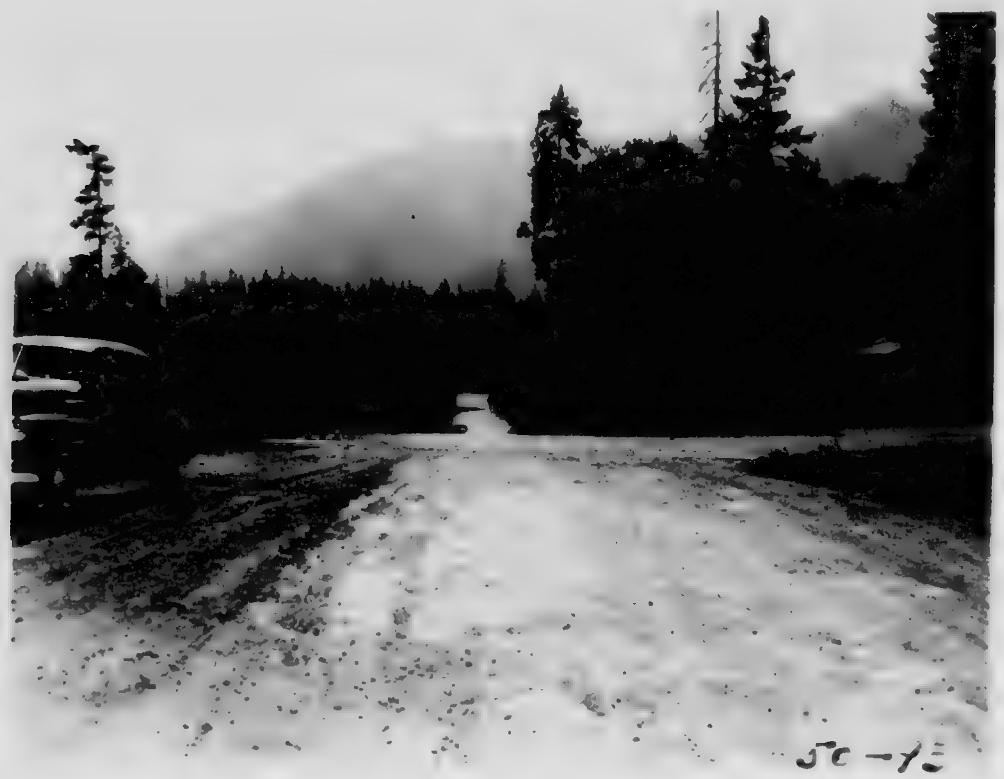
Hills Street from Willamette Highway looking
N. Easterly 8-1-50

Oak Ridge



50-12

Beech Street from First St looking southerly
8-1-50



50-13

Beech Street from R.R. Crossing looking southerly
8-1-50

NOTED
Harold C. [illegible]yers

NOTED
J. W. CATTRALL

RESOLUTION

6-15-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Oakridge is an incorporated city of the State of Oregon, and has a population of 991 (1555 now 8-1-5), as given by the latest official census, and

WHEREAS, the following streets of said city, Beech Street from First Street to Hills Street and Hills Street from Beech Street to U. S. Highway #58

the said $250,000 appropriation of state highway revenues.

4. That the City of Oakridge does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 15th day of June, 1949.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

Attest:
Dale E. Helikson
Dale E. Helikson, City Recorder

Lorenz F. Gerspach, Mayor

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakridge at a regular or special meeting of said council, held on the 15th day of June, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of June, 1949.

Dale E. Helikson
City Recorder

____

____

____

____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Beech Street from First Street to Hills Street and Hills Street from Beech Street to U. S. Highway # 58

____

____

____

____,

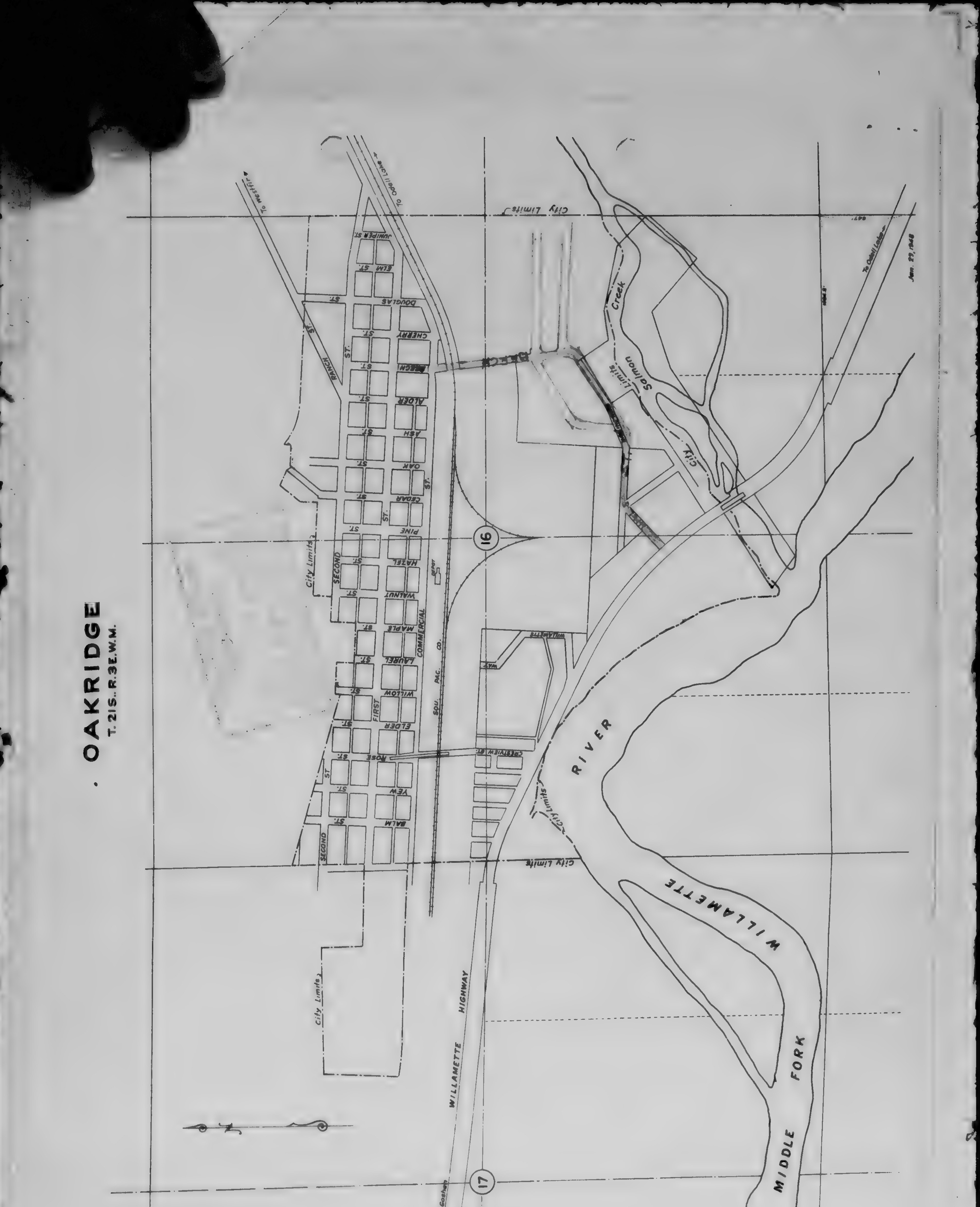
are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

OAKRIDGE

T. 21 S., R. 3 E. W. M.



FI-145(6) Willow Creek-Boardman Section 1951
Col. River Hwy. between Heppner
Junction & 1 Mile E. Messner
3516

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 20, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)
3516	7-final	Peter Kiewit Sons' Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4127	R-36485	$ 12,063.76	3/19/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1951

Time Extensions: Extended to Nov. 15, 1951 without penalty

Completion Date: Nov. 14, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-21-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR [illegible]

3-24-52

RECEIVED
FEB 26 1952
FOR FILING

[illegible]

February 27, 1952

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State highway contract No. 3516 for paving on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties was completed by the contractor, Peter Kiewit Sons' Co., on November 14, 1951 and was formally accepted by the Highway Commission on January 31, 1952.

Final payment in the amount of $12,063.76 will be released to the contractor on or after March 8, 1952. The total contract amount is $406,460.85, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

2-27-52

R.H. Baldock

RECEIVED FOR FILING

February 26, 1952

Contract #3516

FINAL COST ANALYSIS

NOTED
State Highway Engineer

Prefix 25-1020 FI-145 (6)

Willow-Creek-Boardman
Paving

Columbia River Highway
Contractor - Peter Kiewit Sons' Co.

Res. Engr. - John H. Walker

FI-145(6)
Item
3516

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0" Mat. in Level Course & Shoulders	44130	Cu. Yd.	$ 1.70	$ 1.44	$ 63,456.39	$ 75,021.00
Sprinkling	3832.4	M/Gal.	2.50	2.21	8,500.34	9,581.00
Prep. of Base	17.1	Mile	200.00	251.94	4,308.30	3,420.00
3/4"-0" Mat. in Binder Course	3,222	Cu. Yd.	3.20	2.78	8,978.72	10,310.40
Furn. & Place MC-2 Asph. in Binder	474.77	Ton	40.00	36.80	17,493.10	18,990.80
Class "B" Asph. Conc.	48,505.46	Ton	5.50	4.92	238,909.10	266,780.03
RS-1 Emuls. in Seal	43.83	Ton	40.00	37.36	1,637.49	1,753.20
Aggr. in Seal	1,104	Cu. Yd.	5.00	4.35	4,806.29	5,520.00
S. P. Screen Rejects	1,656	" "	.25	.42	697.09	414.00
S. P. Screen Haul Rejects	10,137	Yd. Mi.	.12	.15	1,414.32	1,216.44
P.A. #1 Screen rejects on Castle Road	714	Cu. Yd.	1.20	.85	609.55	856.80
P.A. #2 RS-2 Emuls. in Seal	228.87	Ton	40.00	37.36	3,550.58	9,154.80
P.A. #3 Gen. Exc. Uncl.	518	Cu. Yd.	.41	.38	195.50	212.38
P.A. #3 Clear & Prep. of Subgrade		All			45.50	50.00
P.A. #4 Pur. Excess 3/4"-0" in S. P.	3,000	Cu. Yd.	1.00	.905	2,715.00	3,000.00
P.A. #5 Load & Place ¼"-0" in dusting seal	180	" "	1.00	.85	153.00	180.00
					$362,470.27	$406,460.35

Bal. Brought Forward	$362,470.27	$406,460.85
Outside Work		
Laying 1,470 tons Class "B" Asphaltic Concrete in the City of Boardman, Hauling and Placing Topping and Working on the Umatilla Overpass	18,117.28	22,004.44
	$380,587.55	$428,465.29

Gross Revenue	$428,465.29
Total Cost	380,587.55
Profit	47,877.74

Net Profit Equals 11% of Gross Revenue

Willow Creek-Boardman
Contract #3516

Detail of Cost

Labor:

Labor		$122,907.53	
Labor Insurance		7,374.45	
			$130,281.98

Materials:

MC-2 Asphalt	474.77 Ton at 24.00	$ 11,394.48	
RS-1 Emulsion	43.83 " " 24.88	1,090.49	
RS-2 "	228.87 " " 24.88	5,694.28	
Asph. Used in Class "B" Mix	3100 " " 22.00	68,200.00	
Freight on all Asph.	3847.47 " " 6.25	24,058.63	
			110,437.88

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$ 75,738.53	
Equipment Rentals (Hired)	7,611.72	
Gas, Oil & Grease	24,820.69	
Bond	2,518.95	
P.U.C.	1,150.00	
Small Tools & Misc. Supplies	5,242.50	
Move In, Freight & Cartage	9,244.86	
Field Office & Overhead	12,311.37	
P. L. & P. D. Insurance	1,229.07	
		139,867.69

Total Cost $380,587.55

Willow Creek-Boardman
Contract #3516

Breakdown of Crushing Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up Crush Plant	$ 7,172.48	89,656	Cu. Yd.	$ .08
Haul To Crusher	18,738.10	89,656	" "	.209
Crushing	42,676.26	89,656	" "	.476
Stockpiling	9,772.50	89,656	" "	.109
Supervision & Overhead	2,779.34	89,656	" "	.031
	$ 81,138.68	89,656	Cu. Yd.	$ .905

The gravel pit (Sta. 890) contained excellent gravel (3"-0) for crushing. A Cedar Rapids portable crushing plant made good progress producing 89,656 cubic yards of 3/4"-0 in 1,148 operating hours, an average of 78 cubic yards per hour.

Breakdown of Paving Costs

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up Paving Plant	$ 15,992.15	49,975.46	Tons	$ .32
Feed To Paving Plant	4,797.64	49,975.46	"	.096
Heat & Mix	36,782.92	49,975.46	"	.736
Haul To Road (Aver. haul 4.62 Miles)	28,734.91	49,975.46	"	.575
Street Work	21,889.25	49,975.46	"	.438
Cost of Asphalt	87,457.06	49,975.46	"	1.75
Cost of Aggregate	36,182.23	49,975.46	"	.724
Supervision & Overhead	14,043.10	49,975.46	"	.281
	$245,879.26	49,975.46	Tons	$4.92

Breakdown of Paving Costs (Cont'd.)

The grading contractor did not have the grade ready, so the paving plant was overhauled as it was being set up while waiting for the grading contractor to get out of the way, which increased the cost of setting up paving plant.

Excellent progress was made on paving operations when the plants started and 49,975 tons of asphaltic concrete was produced and layed in 517 operating hours, an average of 96.6 tons per hour.

Willow Creek-Boardman
Contract #3516

Remarks:

This was a Federal Aid Project for paving 17.1 mile of highway on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties.

This project was bid and awarded May 14, 1951, work started June 18, 1951, and completed November 14, 1951.

The contractor moved in a D-8 cat and dozer and started stripping the gravel pit at Station 890 on June 18, 1951. This required two days. A Cedar Rapids Portable Crushing Plant was moved in and assembled, and started crushing the 3/4"-0" level course. After a week trial run the contractor began running two-10 hour shifts getting very good production .

A large quantity of this material was stockpiled near the crushing plant until a haul road was built around a section where the grading contractor on the grading and topping project was still operating.

When the haul road was finished the contractor started hauling the leveling course material to the roadway with an average of 18-6 cubic yard trucks.

A 3,000 pound batch Madsen paving plant was moved in and assembled near the crushing plant and when the leveling and shoulder materials were crushed, work was then started on the Class "B" asphaltic concrete aggregate. Very good progress was made on crushing and a total of 89,656 cubic yards of 3/4"-0" crushed gravel was produced in 1,148 hours for an average of 78 cubic yards per hour, which was good production for the small plant. A D-8 cat and dozer was used to feed the crushing plant and a D-6 cat and dozer was used for stockpiling.

The paving operation started August 13, 1951, and was completed October 23, 1951. A total of 49,975.46 tons was produced in 517 hours for an average of 96.6 tons per hour. The aggregate was fed to the paving plant with a D-6 cat and dozer, the class "B" asphaltic concrete was hauled to the road with an average of 14-6 cubic yard trucks and dumped into a Barber-Greene paver. The paving progressed very good as there was no traffic interference in the laying of the class "B" asphaltic concrete. The shoulder construction followed very closely behind the paving construction, using 1-Haiss loader, five-6 cubic yard trucks, one blade and one roller. This operation was completed about two days after the paving was completed.

The contractor started placing RS-1 emulsion for the seal coat October 16, and difficulty was encountered in making the aggregate stick to the oil. The oil was changed to an RS-2 which appeared to give more satisfactory results. The project was completed November 14, 1951.

The contractor had fair bid prices, good equipment and supervision, made excellent progress, and realized a fair profit.

F. H. Clymer
Chief Cost Analyst

By . . . George Kayser

RECEIVED
JAN 15 1952
FOR FILING

[illegible]

[illegible]

January 14, 1952

Peter Kiewit Sons' Co.
8th & Douglas Sts.
Longview, Wash.

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 31 days, from October 15 to November 15, 1951, within which to complete your contract No. 3516 for paving on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. F. Chidsey,
Division Engineer

John H. Walker,
Resident Engineer

H. G. Smith
Construction Engineer

NOTED ON CARD
1-14-52 gl

RECEIVED
FOR FILING

FORM E-30X 25M 6-51 50116
[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1951

SUBJECT:

To: Mr. H. C. Smith

NOTED
W. C. WILLIAMS

Pursuant to phoned instructions yesterday, please arrange to determine the skid resistance factor on the Willow Creek-Boardman Section as soon as possible. I called up Mr. Campbell at the shops, and he said the machine was there and he would put it in good condition immediately.

R. H. Baldock

RHB:hi
cc Mr. W. C. Williams
Mr. E. F. Chidsey

RECEIVED
DEC 21 1951
FOR FILING

71-145(6)

December 19, 1951

Central Surety & Insurance Corporation
P. O. Box 207
Kansas City 10
Missouri

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Peter Kiewit Sons' Co. in connection with contract No. 3516, for paving on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties.

This payment, in the amount of $23,293.93, will be released to the contractor on or after December 29, 1951. The retained percentage is $12,197.85.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

12-19-51 gl

RECEIVED
DEC 1951
FOR FILING

71-145(4)

3516

December 14, 1951

Request for extension of time
No. 16
December 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Peter Kiewit Sons' Company for an extension of time on Contract No. 3516, Willow Creek-Boardman Section of the Columbia River Highway, from October 15, 1951 to November 15, 1951.

The paving contractor was ready to place leveling course on the roadway by June 25. However, the grading, being handled under a separate contract, was not sufficiently completed until July 29 to permit the prime contractor to work on this section. This delay of over a month by the grading contractor definitely held up the schedule on the paving.

Since the overrun was not the fault of the paving contractor, I recommend that the extension be granted without penalty. Mr. G. G. Folk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
1951
FOR FILING

71-145(6)

3516

November 29, 1951

Mr. C. [illegible] Volz
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3516, Willow Creek - Boardman Section of the Columbia River Highway, Ore. FL-145 (6), from October 15th, 1951 to November 15th, 1951, to Peter Kiewit Sons' Co., contractors.

The paving contractor was ready to place leveling course on the roadway by June 25th, but the grading contractor under a previous contract, did not have the roadway prepared until July 29th, 1951. This delay of over a month by the grading contractor, definitely upset the schedule of the paving contractor.

Since the overrun was not the fault of the paving contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
NOV 27 1951
FOR FILING

71-145 (6)

3516

November 20, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 14, 1951 on Contract No. 3516, Willow Creek-Boardman Section, in connection with Federal Aid Project No. FI-145 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DMP:cw

cc: John Cattrall

Form E-1—10M—7-50

91-145 (6)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 16, 1951

Section Willow Creek - Boardman

Kind of work Paving

Highway Columbia River

Section prefix 25-1020

Contractor Peter Kiewit Sons Co.

Contract number 3516

Date of contract May 24, 1951

Date of completion Nov. 14, 1951

Date work started June 25, 1951

Estimated date of completion ______, 19__

Amount of contract $419,825.00

Per cent of time elapsed ______%

Estimated cost of completed project, exclusive of engineering $406,500.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $12,500, 37.2%

Date project was completed Nov. 14, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The roadway has been watched closèly this week and has shown no tendency toward further pick of ~~[illegible]~~ the asphalt in the seal coat. As this has been the case the project was considered as completed as of Nov. 14, 1951

The Contractor has been moving equiptment out and storing some other portions of it in the Boardman Area.

NOTED
H. G. SMITH

RECEIVED
NOV 20 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed John Walker Resident Engineer

Address Boardman, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					17.1
Miles partially completed					17.1
Miles completed					17.1
Total estimated quantities					48,500 Tons B-Mix
Estimated quantities moved or placed to date					48,500 Tons B-Mix
Average daily quantities					--
Average daily quantities necessary to complete project on time					--
Number shifts per day					--
Hours per shift					--
Average force on project for week					--

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41608

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-145(6)
Willow Creek-
Boardman Section

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

State Oregon

Federal Aid Project No. FI-145(6)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 19 51, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1950, a program, which was approved on the 17th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred forty thousand and 00/100 dollars ($240,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 613+90.71 in the NE 1/4, Section 25, T. 4 N., R. 22 E., W.M., and survey station 1428+75 in the NW 1/4, Section 9, T. 4 N., R. 25 E., W.M., without exception,

, length 15.432 miles, in Gilliam and Morrow Counties, being Oregon Federal Aid project No. FI-145(6), consisting of 15.432 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred forty thousand and 00/100 dollars ($240,000.00), which does not exceed the authorized Federal pro rata share of four hundred ten thousand, one hundred twenty-eight and 40/100 dollars ($410,128.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
NOV 15 1951
FOR FILING

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

C
O
P
Y

Peter Kiewit Sons' Co.
Contractors
Established 1884
October 25, 1951

P O Box 345

Boardman, Oregon

Mr. John H. Walker

Resident Engineer

Oregon State Highway Dept.

Boardman, Oregon

Dear Sir:

I am enclosing copies of invoices covering work done by us for Allen E. Sackett on his subcontract under Berke Bros. on the Willow Creek-Boardman section of the Columbia River Highway.

Mr. Sackett is at the present time delinquent on payments on all of these invoices.

We are taking this opportunity of informing you of this situation.

Yours very truly,

Peter Kiewit Sons' Co.

John N. Walker
Engineer

NOTED
State Highway Engineer

(Inv. No. 1 - $ 21.00
2 - 34.17
3 - 140.58
4 - 7.50
8 - 30.00
$233.25)

C
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P
Y

COPY

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SEP 9 1952
FOR FILING

3516

August 10, 1951

Mr. C. G. Folk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Willow Creek-Boardman Section, Project No. FI-145 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J[illegible]:gs

Encl.

Oregon State Highway Department

Federal Aid Project No. FI-115 (6)

WILLOW CREEK-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM AND MORROW COUNTIES

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 10, 1951

Type Code 6201
2-Lane Roadway (Sta. 613+90.71 to 1349+00)
(Sta. 1385+00 to 1428+75)

34,700	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders		
950	M-gals.	Sprinkling	$ 1.70	$58,990.00
14.75	miles	Preparation of Base	2.50	2,375.00
2,250	cu. yds.	3/4" - 0 Material in Binder Course	200.00	2,950.00
360	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	3.20	7,200.00
43,700	tons	Class "B" Asphaltic Concrete	40.00	14,400.00
192	tons	RS-1 Emulsified Asphalt in Seal Coat	5.50	240,350.00
1,130	cu. yds.	Aggregate in Seal Coat	40.00	7,680.00
			5.00	5,650.00
			Subtotal	$339,595.00
			10% Engr. & Cont.	33,959.50
			Total	$373,554.50

Length 14.750 miles
Cost per mile $25,325.72

Type Code 6201
Roadway (Sta. 1349+00 to 1385+00)

2,600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders		
70	M-gals.	Sprinkling	1.70	$ 4,420.00
0.68	mile	Preparation of Base	2.50	175.00
240	cu. yds.	3/4" - 0 Material in Binder Course	200.00	136.00
40	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	3.20	768.00
4,500	tons	Class "B" Asphaltic Concrete	40.00	1,600.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	5.50	24,750.00
120	cu. yds.	Aggregate in Seal Coat	40.00	800.00
			5.00	600.00
			Subtotal	$33,249.00
			10% Engr. & Cont.	3,324.90
			Total	$36,573.90

Length	0.682 mile
Cost per mile	$53,627.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$373,554.50	$218,598.00	$154,956.50
4-Lane Roadway	36,573.90	21,402.00	15,171.90
	$410,128.40	$240,000.00	$170,128.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

May 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project FI-145(6), Willow Creek-Boardman Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorise your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C. C. POLK
Acting District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-145(5)
Willow Creek-Boardman Section
Columbia River Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jn

R 2 (Revised 1946)

260

State Oregon

Project No. FI-145(5)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of April, 1951,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of October, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred eleven thousand and 00/100 dollars ($311,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 613+90.71 in the NE 1/4, Section 25, T-4-N, R-22-E, W.M., and survey station 1428+75 in the NW 1/4, Section 9, T-4-N, R-25-E, W.M., without exception

, length 15.432 miles, in Gilliam & Morrow Count~~y~~ies being Oregon Federal Aid project No. FI-145(5), consisting of 15.432 miles of roadway and no bridges, xxxx of more than 20 feet clear span, xxxxxxxxxxxxxx.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

APR [illegible] 1951

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred eleven thousand and 00/100 dollars ($311,000.00), which does not exceed the authorized Federal pro rata share of five hundred two thousand eight hundred eighty-four and 25/100 dollars ($502,884.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
APR 23 1951
OREGON DISTRICT

WILLOW CREEK-BOARDMAN SECTION

PROJECT NO. FI-145 (6)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 30, 1951

May 1, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Willow Creek-Boardman Section, Project No. FI-145 (6).

One set of special provisions and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department   Federal Aid Project No. FI-145 (6)

WILLOW CREEK-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM AND MORROW COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 30, 1951

Type Code 6201
2-Lane Roadway (Sta. 613+90.71 to 1349+00)
(Sta. 1385+00 to 1428+75)

34,700	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	$ 1.85	$ 64,195.00
950	M-gal.	Sprinkling	3.00	2,850.00
14.75	miles	Preparation of Base	150.00	2,212.50
2,250	cu. yds.	3/4" - 0 Material in Binder Course	3.00	6,750.00
360	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	42.00	15,120.00
43,700	tons	Class "B" Asphaltic Concrete	5.85	255,645.00
192	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	8,640.00
1,130	cu. yds.	Aggregate in Seal Coat	4.00	4,520.00
			Subtotal	$359,932.50
			10% Engr. & Cont.	35,993.25
			Total	$395,925.75

Length	14.750 miles
Cost per mile	$26,842.42

Type Code 6201
Roadway (Sta. 1349+00 to 1385+00)

2,600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	$ 1.85	$ 4,810.00
70	M-gal.	Sprinkling	3.00	210.00
0.68	mile	Preparation of Base	150.00	102.00
240	cu. yds.	3/4" - 0 Material in Binder Course	3.00	720.00
40	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	42.00	1,680.00
4,500	tons	Class "B" Asphaltic Concrete	5.85	26,325.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	900.00
120	cu. yds.	Aggregate in Seal Coat	4.00	480.00
			Subtotal	$ 35,227.00
			10% Engr. & Cont.	3,522.70
			Total	$ 38,749.70

Length	0.682 mile
Cost per mile	$56,817.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$395,925.75	$218,605.00	$177,320.75
4-Lane Roadway	38,749.70	21,395.00	17,354.70
	$434,675.45	$240,000.00	$194,675.45

April 24, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission, for the Willow Creek-Boardman Section, Project No. FI-145 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-145(5)
Willow Creek-Boardman Sec.,
Columbia River Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: F. E. Andrews
Principal Highway Engineer

Encls.

March 28, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Willow Creek-Boardman Section, Project No. FI-145 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:gs

Encl.

Oregon State Highway Department Federal Aid Project No. FI-145 (5)

WILLOW CREEK-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM AND MORROW COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 7, 1951

Type Code 0011
2-Lane Roadway (Sta. 613+90.71 to 134+)(Sta. 1385 to 1428+75)

All Required		Clearing and Grubbing (86%)		$ 3,182.00
520	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,600.00
440	cu. yds.	Trench Excavation, Unclassified	2.00	880.00
513,000	cu. yds.	General Excavation, Unclassified	0.41	210,330.00
1,224,000	yd. sta.	Short Overhaul	0.01	12,240.00
17,150	C-yd. sta.	Long Overhaul	0.40	6,860.00
14.75	miles	Finishing Roadbed and Slopes	400.00	5,900.00
52,300	lin. ft.	Rounding Cutbanks	0.15	7,845.00
6,800	cu. yds.	Excavating and Placing Topsoil	0.60	4,080.00
26,500	yd. mi.	Truck Haul on Topsoil	0.12	3,180.00
260	lin. ft.	12" Corrugated Metal Pipe	2.50	650.00
2,830	lin. ft.	18" Corrugated Metal Pipe	3.50	9,905.00
280	lin. ft.	24" Extra Strength Corrugated Metal Pipe	6.50	1,820.00
300	lin. ft.	48" Extra Strength Corrugated Metal Pipe (8 Gauge)	26.00	7,800.00
70	lin. ft.	36" Arch Type Corrugated Metal Pipe	12.00	840.00
2,000	lin. ft.	6" Perforated Metal Drain Pipe, Coated	2.00	4,000.00
230	cu. yds.	3/8" - 0 Backfill in Drains	4.00	920.00
15	cu. yds.	Class "A" Concrete in Irrigation Structure	107.00	1,605.00
1,320	lbs.	Wire Mesh Reinforcement	0.25	330.00
260	cu. yds.	Class "A" Concrete in Box Culverts	63.00	16,380.00
40,700	lbs.	Metal Reinforcement	0.12	4,884.00
159,000	cu. yds.	Selected Roadbed Topping	0.40	63,600.00
255,000	yd. mi.	Hauling Roadbed Topping	0.10	25,500.00
3,180	M-gal.	Sprinkling	3.00	9,540.00
230	only	Furnishing and Planting Trees	4.00	920.00
8	acres	Preparing Soil and Seeding	250.00	2,000.00
100	lbs.	Grass Seed, Crested Wheat	0.75	75.00
60	lbs.	Grass Seed, Sheep Fescue	1.50	90.00
50	cwt.	Inorganic Fertilizer	4.50	225.00

40	tons	SS-1 Emulsified Asphalt in Slope Oiling	$50.00	$ 2,000.00
610	M-gals.	Sprinkling, Slope Areas	4.00	2,440.00
			Subtotal	$412,621.00
			10% Engr. & Cont.	41,262.10
			Total	$453,883.10

Length of Roadway 14.750 miles
Cost per mile $30,768.34

Type Code 0011
4-Lane Roadway (Sta. 1349 to 1385)

All Required		Clearing and Grubbing (4%)		$ 148.00
230	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,150.00
30	cu. yds.	Trench Excavation, Unclassified	2.00	60.00
6,000	cu. yds.	General Excavation, Unclassified	0.41	2,460.00
245,000	yd. sta.	Short Overhaul	0.01	2,450.00
7,300	C-yd. sta.	Long Overhaul	0.40	2,920.00
0.68	mile	Finishing Roadbed and Slopes	400.00	272.00
3,200	cu. yds.	Excavating and Placing Topsoil	0.60	1,920.00
12,500	yd. miles	Truck Haul on Topsoil	0.12	1,500.00
150	lin. ft.	18" Corrugated Metal Pipe	3.50	525.00
100	lin. ft.	48" Corrugated Metal Pipe	17.00	1,700.00
80	lin. ft.	36" Arch Type Corrugated Metal Pipe	12.00	960.00
110	lin. ft.	43" Arch Type Corrugated Metal Pipe	15.00	1,650.00
300	lin. ft.	30" Corrugated Metal Siphon Pipe	12.00	3,600.00
40	cu. yds.	Class "A" Concrete in Irrigation Structures	107.00	4,280.00
2,000	lbs.	Wire Mesh Reinforcement	0.25	500.00
120	lbs.	Miscellaneous Metal	0.70	84.00
13,000	cu. yds.	Selected Roadbed Topping	0.40	5,200.00
10,000	yd. mi.	Hauling Roadbed Topping	0.10	1,000.00
270	M-gal.	Sprinkling	3.00	810.00
130	only	Furnishing and Planting Trees	4.00	520.00
12	acres	Preparing Topsoil and Seeding	250.00	3,000.00
170	lbs.	Grass Seed, Crested Wheat	0.75	127.50
90	lbs.	Grass Seed, Sheep Fescue	1.50	135.00
70	cwt.	Inorganic Fertilizer	4.50	315.00
70	tons	SS-1 Emulsified Asphalt in Slope Oiling	50.00	3,500.00
940	M-gal.	Sprinkling, Slope Areas	4.00	3,760.00
			Subtotal	$ 44,546.50
			10% Engr. & Cont.	4,454.65
			Total	$ 49,001.15

Length of Roadway 0.682 mile
Cost per mile $71,849.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
2-Lane Roadway	$453,883.10	$280,696.00	$173,187.10
4-Lane Roadway	49,001.15	30,304.00	18,697.15
	$502,884.25	$311,000.00	$191,884.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 24, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending by messenger six copies of estimate, four copies of right of way statement and one copy of program change to accompany plans and specifications for the Willow Creek-Boardman Section, Project No. ~~S-103-(1~~). FI-445(5)

We are also sending six bid proposals and one set of full scale plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

November 3, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate to accompany plans and specifications for the Willow Creek-Boardman Section, Project No. FI-145 (5).

Changes have been made in the estimated unit prices for the items "General Excavation, Unclassified" and "Selected Roadbed Topping."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JSB:nd

Oregon State Highway Department　　　　Federal Aid Project No. FI-145 (5)

WILLOW CREEK-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM AND MORROW COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 2, 1950

Type Code 0011
2-Lane Roadway (Sta. 613+90.71 to 1349)(Sta. 1385 to 1428.75)

All Required		Clearing and Grubbing (86%)		$ 8,600.00
520	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,300.00
440	cu. yds.	Trench Excavation, Unclassified	2.50	1,100.00
513,000	cu. yds.	General Excavation, Unclassified	0.38	194,940.00
1,224,000	yd. sta.	Short Overhaul	0.015	18,360.00
17,150	C-yd. sta.	Long Overhaul	0.40	6,860.00
14.75	miles	Finishing Roadbed and Slopes	500.00	7,375.00
52,300	lin. ft.	Rounding Cutbanks	0.15	7,845.00
6,800	cu. yds.	Excavating and Placing Topsoil	1.00	6,800.00
26,500	yd. mi.	Truck Haul on Topsoil	0.20	5,300.00
260	lin. ft.	12" Corr. Metal Pipe	2.50	650.00
2,830	lin. ft.	18" Corr. Metal Pipe	3.75	10,612.50
280	lin. ft.	24" Extra Strength Corr. Metal Pipe	6.50	1,820.00
300	lin. ft.	48" Extra Strength Corr. Metal Pipe (8 Gauge)	17.00	5,100.00
70	lin. ft.	36" Arch Type Corr. Metal Pipe	8.50	595.00
2,000	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.50	3,000.00
230	cu. yds.	3/8" - 0 Backfill in Drains	4.00	920.00
15	cu. yds.	Class "A" Concrete in Irrigation Structure	60.00	900.00
1,320	lbs.	Wire Mesh Reinforcement	0.12	158.40
260	cu. yds.	Class "A" Concrete in Box Culverts	50.00	13,000.00
40,700	lbs.	Metal Reinforcement	0.12	4,884.00
159,000	cu. yds.	Selected Roadbed Topping	0.40	63,600.00
255,000	yd. mi.	Hauling Roadbed Topping	0.14	35,700.00
3,180	M-gal.	Sprinkling	2.75	8,745.00
230	only	Furnishing and Planting Trees	5.00	1,150.00
8	acres	Preparing Soil and Seeding	150.00	1,200.00
100	lbs.	Grass Seed, Crested Wheat	1.50	150.00
60	lbs.	Grass Seed, Sheep Fescue	1.75	105.00
50	cwt.	Inorganic Fertilizer	6.00	300.00

40	tons	SS-1 Emulsified Asphalt in Slope Oiling	$70.00	$ 2,800.00
610	M-gal.	Sprinkling Slope Areas	3.50	2,135.00
			Subtotal	$416,004.90
			10% Engr. & Cont.	41,600.49
			Total	$457,605.39

Length of Roadway	14.750 miles
Cost per mile	$31,024.09

Type Code 0011
4-Lane Roadway (Sta. 1349 to 1385)

All Required		Clearing and Grubbing (L.S.)		$ 400.00
230	cu. yds.	Structural Excavation, Unclassified	$ 2.50	575.00
30	cu. yds.	Trench Excavation, Unclassified	2.50	75.00
6,000	cu. yds.	General Excavation, Unclassified	0.38	2,280.00
245,000	yd. sta.	Short Overhaul	0.015	3,675.00
7,300	C-yd. sta.	Long Overhaul	0.40	2,920.00
0.68	mile	Finishing Roadbed and Slopes	500.00	340.00
3,200	cu. yds.	Excavating and Placing Topsoil	1.00	3,200.00
12,500	yd. mi.	Truck Haul on Topsoil	0.20	2,500.00
150	lin. ft.	18" Corr. Metal Pipe	3.75	562.50
100	lin. ft.	48" Corr. Metal Pipe	15.00	1,500.00
80	lin. ft.	36" Arch Type Corr. Metal Pipe	8.50	680.00
110	lin. ft.	43" Arch Type Corr. Metal Pipe	11.50	1,265.00
300	lin. ft.	30" Corr. Metal Siphon Pipe	10.00	3,000.00
40	cu. yds.	Class "A" Concrete in Irrigation Structures	60.00	2,400.00
2,000	lbs.	Wire Mesh Reinforcement	0.12	240.00
120	lbs.	Miscellaneous Metal	0.40	48.00
13,000	cu. yds.	Selected Roadbed Topping	0.40	5,200.00
10,000	yd. mi.	Hauling Roadbed Topping	0.14	1,400.00
270	M-gal.	Sprinkling	2.75	742.50
130	only	Furnishing and Planting Trees	5.00	650.00
12	acres	Preparing Topsoil and Seeding	150.00	1,800.00
170	lbs.	Grass Seed, Crested Wheat	1.50	255.00
90	lbs.	Grass Seed, Sheep Fescue	1.75	157.50
70	cwt.	Inorganic Fertilizer	6.00	420.00
70	tons	SS-1 Emulsified Asphalt in Slope Oiling	70.00	4,900.00
940	M-gal.	Sprinkling Slope Areas	3.50	3,290.00
			Subtotal	$ 44,475.50
			10% Engr. & Cont.	4,447.55
			Total	$ 48,923.05

Length of Roadway	0.682 mile
Cost per mile	$71,734.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
2-Lane Roadway	$457,605.39	$280,059.00	$177,546.39
4-Lane Roadway	48,923.05	29,941.00	18,982.05
	$506,528.44	$310,000.00	$196,528.44

7

Oregon State Highway Department — Federal Aid Project No. FI-145 (5)

WILLOW CREEK-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM AND MORROW COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 25, 1950

Type Code 0011
2-Lane Roadway (Sta. 613+90.71 to 1349)(Sta. 1385 to 1424+75)

All Required		Clearing and Grubbing (86A)		$ 8,600.00
520	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,300.00
440	cu. yds.	Trench Excavation, Unclassified	2.50	1,100.00
513,000	cu. yds.	General Excavation, Unclassified	0.38 ~~0.46~~	~~235,980.00~~ 194940
1,224,000	yd. sta.	Short Overhaul	0.015	18,360.00
17,150	C-yd. sta.	Long Overhaul	0.40	6,860.00
14.75	miles	Finishing Roadbed and Slopes	500.00	7,375.00
52,300	lin. ft.	Rounding Cutbanks	0.15	7,845.00
6,800	cu. yds.	Excavating and Placing Topsoil	1.00	6,800.00
26,500	yd. mi.	Truck Haul on Topsoil	0.20	5,300.00
260	lin. ft.	12" Corr. Metal Pipe	2.50	650.00
2,830	lin. ft.	18" Corr. Metal Pipe	3.75	10,612.50
280	lin. ft.	24" Extra Strength Corr. Metal Pipe	6.50	1,820.00
300	lin. ft.	48" Extra Strength Corr. Metal Pipe (8 Gauge)	17.00	5,100.00
70	lin. ft.	36" Arch Type Corr. Metal Pipe	8.50	595.00
2,000	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.50	3,000.00
230	cu. yds.	3/8" - 0 Backfill in Drains	4.00	920.00
15	cu. yds.	Class "A" Concrete in Irrigation Structure	60.00	900.00
1,320	lbs.	Wire Mesh Reinforcement	0.12	158.40
260	cu. yds.	Class "A" Concrete in Box Culverts	50.00	13,000.00
40,700	lbs.	Metal Reinforcement	0.12	4,884.00
159,000	cu. yds.	Selected Roadbed Topping	0.40 ~~0.55~~	~~87,450.00~~ 63600
255,000	yd. mi.	Hauling Roadbed Topping	0.14	35,700.00
3,180	M-gal.	Sprinkling	2.75	8,745.00
230	only	Furnishing and Planting Trees	5.00	1,150.00
8	acres	Preparing Soil and Seeding	150.00	1,200.00
100	lbs.	Grass Seed, Crested Wheat	1.50	150.00
60	lbs.	Grass Seed, Sheep Fescue	1.75	105.00
50	cwt.	Inorganic Fertilizer	6.00	300.00

40	tons	SS-1 Emulsified Asphalt in		
		Slope Oiling		
610	M-gal.	Sprinkling Slope Areas	$ 70.00	$ 2,800.00
			3.50	2,135.00

Subtotal	~~$480,894.90~~	416004.90
10% Engr. & Cont.	~~48,089.49~~	41600.49
Total	~~$528,984.39~~	
	457605.39	

Length of Roadway	14.750 miles
Cost per mile	~~$35,863.34~~
	31,024.09

Type Code 0011
4-Lane Roadway (Sta. 1349 to 1385)

All Required		Clearing and Grubbing (4%)		
230	cu. yds.	Structural Excavation, Unclassified		$ 400.00
			$ 2.50	575.00
30	cu. yds.	Trench Excavation, Unclassified	2.50	75.00
6,000	cu. yds.	General Excavation, Unclassified	.38 ~~0.46~~	~~2,760.00~~ 2280.00
245,000	yd. sta.	Short Overhaul	0.015	3,675.00
7,300	C-yd. sta.	Long Overhaul	0.40	2,920.00
0.68	mile	Finishing Roadbed and Slopes	500.00	340.00
3,200	cu. yds.	Excavating and Placing Topsoil	1.00	3,200.00
12,500	yd. mi.	Truck Haul on Topsoil	0.20	2,500.00
150	lin. ft.	18" Corr. Metal Pipe	3.75	562.50
100	lin. ft.	48" Corr. Metal Pipe	15.00	1,500.00
80	lin. ft.	36" Arch Type Corr. Metal Pipe	8.50	680.00
110	lin. ft.	43" Arch Type Corr. Metal Pipe	11.50	1,265.00
300	lin. ft.	30" Corr. Metal Siphon Pipe	10.00	3,000.00
40	cu. yds.	Class "A" Concrete in Irrigation		
		Structures	60.00	2,400.00
2,000	lbs.	Wire Mesh Reinforcement	0.12	240.00
120	lbs.	Miscellaneous Metal	0.40	48.00
13,000	cu. yds.	Selected Roadbed Topping	.40 ~~0.55~~	~~7,150.00~~ 5200.00
10,000	yd. mi.	Hauling Roadbed Topping	0.14	1,400.00
270	M-gal.	Sprinkling	2.75	742.50
130	only	Furnishing and Planting Trees	5.00	650.00
12	acres	Preparing Topsoil and Seeding	150.00	1,800.00
170	lbs.	Grass Seed, Crested Wheat	1.50	255.00
90	lbs.	Grass Seed, Sheep Fescue	1.75	157.50
70	cwt.	Inorganic Fertilizer	6.00	420.00
70	tons	SS-1 Emulsified Asphalt in		
		Slope Oiling	70.00	4,900.00
940	M-gal.	Sprinkling Slope Areas	3.50	3,290.00

Subtotal	$ ~~46,905.50~~	44475.50
10% Engr. & Cont.	~~4,690.55~~	4447.55
Total	$ ~~51,596.05~~	48,923.05

Length of Roadway	0.682 mile
Cost per mile	~~$75,654.03~~ 71,734.67

SUMMARY OF FUNDS

Description	Total Cost		Federal Aid Funds		State Funds	
2-Lane Roadway	~~$528,984.39~~	457605.39	~~$318,896.00~~	280059.00	~~$210,088.39~~	177546.39
4-Lane Roadway	~~51,596.05~~	48923.05	~~31,104.00~~	29941.00	20,492.05	18982.05
	~~$580,580.44~~		~~$350,000.00~~		~~$230,580.44~~	
	506,528.44		310,000.00		196,538.44	

Oregon State Highway Department	Federal Aid Project No. FI-145 (5)

WILLOW CREEK-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM AND MORROW COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 24, 1950

Type Code 0011
2-Lane Roadway (Sta. 613+90.71 to 1349)(Sta. 138[illegible] to 142[illegible]+7[illegible])

All Required		Clearing and Grubbing (86%)		$ 8,600.00
520	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,300.00
440	cu. yds.	Trench Excavation, Unclassified	2.50	1,100.00
513,000	cu. yds.	General Excavation, Unclassified	0.46	235,980.00
1,224,000	yd. sta.	Short Overhaul	0.015	18,360.00
17,150	C-yd. sta.	Long Overhaul	0.40	6,860.00
14.75	miles	Finishing Roadbed and Slopes	500.00	7,375.00
52,300	lin. ft.	Rounding Cutbanks	0.15	7,845.00
6,800	cu. yds.	Excavating and Placing Topsoil	1.00	6,800.00
26,500	yd. mi.	Truck Haul on Topsoil	0.20	5,300.00
260	lin. ft.	12" Corr. Metal Pipe	2.50	650.00
2,830	lin. ft.	18" Corr. Metal Pipe	3.75	10,612.50
280	lin. ft.	24" Extra Strength Corr. Metal Pipe	6.50	1,820.00
300	lin. ft.	48" Extra Strength Corr. Metal Pipe (8 Gauge	15.00	4,500.00
70	lin. ft.	36" Arch Type Corr. Metal Pipe	8.50	595.00
2,000	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.50	3,000.00
230	cu. yds.	3/8" - 0 Backfill in Drains	4.00	920.00
15	cu. yds.	Class "A" Concrete in Irrigation Structure	60.00	900.00
1,320	lbs.	Wire Mesh Reinforcement	0.12	158.40
260	cu. yds.	Class "A" Concrete in Box Culverts	50.00	13,000.00
40,700	lbs.	Metal Reinforcement	0.12	4,884.00
159,000	cu. yds.	Selected Roadbed Topping	0.55	87,450.00
255,000	yd. mi.	Hauling Roadbed Topping	0.14	35,700.00
3,180	M-gal.	Sprinkling	2.75	8,745.00
230	only	Furnishing and Planting Trees	5.00	1,150.00
8	acres	Preparing Soil and Seeding	150.00	1,200.00
100	lbs.	Grass Seed, Crested Wheat	1.50	150.00
60	lbs.	Grass Seed, Sheep Fescue	1.75	105.00
50	cwt.	Inorganic Fertilizer	6.00	300.00

40	tons	SS-1 Emulsified Asphalt in Slope Oiling	$ 70.00	$ 2,800.00
610	M-gal.	Sprinkling Slope Areas	3.50	2,135.00
		Subtotal		$480,294.90
		10% Engr. & Cont.		48,029.49
		Total		$528,324.39

Length of Roadway 14.750 miles
Cost per mile $35,818.61

Type Code 0011
4-Lane Roadway (Sta. 1349 to 1385)

All Required		Clearing and Grubbing (4%)		$ 400.00
230	cu. yds.	Structural Excavation, Unclassified	$ 2.50	575.00
30	cu. yds.	Trench Excavation, Unclassified	2.50	75.00
6,000	cu. yds.	General Excavation, Unclassified	0.46	2,760.00
245,000	yd. sta.	Short Overhaul	0.015	3,675.00
7,300	C-yd. sta.	Long Overhaul	0.40	2,920.00
0.68	mile	Finishing Roadbed and Slopes	500.00	340.00
3,200	cu. yds.	Excavating and Placing Topsoil	1.00	3,200.00
12,500	yd. mi.	Truck Haul on Topsoil	0.20	2,500.00
150	lin. ft.	18" Corr. Metal Pipe	3.75	562.50
100	lin. ft.	48" Extra ~~Strength~~ Corr. Metal Pipe	15.00	1,500.00
80	lin. ft.	36" Arch Type Corr. Metal Pipe	8.50	680.00
110	lin. ft.	43" Arch Type Corr. Metal Pipe	11.50	1,265.00
300	lin. ft.	30" Corr. Metal Siphon Pipe	10.00	3,000.00
40	cu. yds.	Class "A" Concrete in Irrigation Structures	60.00	2,400.00
2,000	lbs.	Wire Mesh Reinforcement	0.12	240.00
120	lbs.	Miscellaneous Metal	0.40	48.00
13,000	cu. yds.	Selected Roadbed Topping	0.55	7,150.00
10,000	yd. mi.	Hauling Roadbed Topping	0.14	1,400.00
270	M-gal.	Sprinkling	2.75	742.50
130	only	Furnishing and Planting Trees	5.00	650.00
12	acres	Preparing Topsoil and Seeding	150.00	1,800.00
170	lbs.	Grass Seed, Crested Wheat	1.50	255.00
90	lbs.	Grass Seed, Sheep Fescue	1.75	157.50
70	cwt.	Inorganic Fertiliser	6.00	420.00
70	tons	SS-1 Emulsified Asphalt in Slope Oiling	70.00	4,900.00
940	M-gal.	Sprinkling Slope Areas	3.50	3,290.00
		Subtotal		$ 46,905.50
		10% Engr. & Cont.		4,690.55
		Total		$ 51,596.05

Length of Roadway 0.682 mile
Cost per mile $75,654.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
2-Lane Roadway	$528,324.39	$318,860.00	$209,464.39
4-Lane Roadway	51,596.05	31,140.00	20,456.05
	$579,920.44	$350,000.00	$229,920.44

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

October 24, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Gilliam & Morrow

Route No. Fa-1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	81	FI-145 (5)	Heppner Jct. to Boardman	Survey-Plans					Gr., Dr., 2-lane intermediate type surfacing
				Right-of-Way					
				Construction	590,000	350,000	240,000		
				TOTAL	590,000	350,000	240,000	15.00	
REQUESTED REVISION	81	FI-145 (5)	Same	Survey-Plans					Gr., Dr., & Topping, 14.8 miles, 2-lane and 0.7 mile 4-lane roadway
				Right-of-Way					
				Construction	579,920	350,000	229,920		
				TOTAL	579,920	350,000	229,920	15.432	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date ______, 195__

By ______
Asst (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change: Insufficient funds programmed to complete grading and paving of the project. Accordingly, paving was deleted and will be done under early subsequent program when funds are available.

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

WILLOW CREEK-BOARDMAN SECTION

PROJECT NO. FI-145 (5)

While negotiations for rights of way are in progress, three parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way or rights of entry can be made fully available within fourteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 24, 1950

RECEIVED
JUL 12 1951
FOR FILING

7-12-51

3516

July 12, 1951

Peter Kiewit Sons' Co.
8th & Douglas Streets
Longview, Washington

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3516, which was awarded to you on May 24, 1951 by the State Highway Commission, for paving on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

7/12-51

RECEIVED

FIL

F1-145 (6)

3516

June 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 25, 1951 on Contract No. 3516, Willow Creek-Boardman Section, in connection with Federal Aid Project No. F1-145 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. W. Stiffler
Assistant State Highway Engineer

DWP:plc

RECEIVED

FOR FILING

71-[illegible]6)

3516

May 31, 1951

Peter Kiewit Sons' Company
Eighth and Douglas
Longview, Washington

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No. 3516 for paving the Willow Creek-Boardman Section of the Columbia River Highway between Heppner Junction and one mile east of Messner in Morrow and Gilliam Counties. This award was based on your low bid of $419,825.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

RECEIVED
JUN 1 - 1951
FOR FILING
OREGON DIST.

MONTANA
OREGON
IDAHO
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

[illegible]

May 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. FI-145(6), Willow-Creek-Boardman Section of the Columbia River Highway, to Peter Kiewit Sons Company of Longview, Washington, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED

FOR FILING
OREGON DISTRICT

[redacted]

FI-145(6)

35-16

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project FI-145(6), Willow Creek-Boardman Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

26-4219 Painting Interstate Bridge 1951
over Columbia River on Pac.
Hwy. near Portland
#3517

RECEIVED
OCT 1 - 1951
FOR FILING

26-4:17

7

September 28, 1951

Fred B. Duffy
Attorney at Law
616 Yeon Building
Portland 4, Oregon

Dear Sir:

The Tri-State Painting Company, 9921-S. E. Woodstock Court, Portland, performed painting work on the Interstate Bridge this last summer.

The contract was completed August 2nd and accepted by the Highway Commission August 20, 1951.

This is in reply to your letter of September 27, concerning the contractor on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ:je

FRED B. DUFFY
ATTORNEY AT LAW
616 YEON BUILDING
PORTLAND 4, OREGON
ATWATER 7541

September 27, 1951

State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise me of the name of the paint contractor who was painting the Interstate Bridge on or about July 23, 1951.

Your cooperation will be greatly appreciated.

Very truly yours,

Fred B Duffy

FBD:na

[illegible]

RECEIVED

3517

OREGON STATE HIGHWAY COMMISSION
Sep. 10, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3517	2-final	Tri-State Painting Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15353	R-23537	$12,032.00	Sep. 10, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

- - - - - - - - - - - - - - Sep. 5, 1951 -

Specified Completion Date:
None required
Time Extensions:
Aug. 2, 1951
Completion Date:
Aug. 20, 1951
Date Accepted:
None of record
Penalties:
None of record
Claims:

Remarks:

- - - - 9-10-51 -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 11 1951
A. A. Wicklander

RECEIVED
FOR FILING
26-4211

3517

August 24, 1951

Farmers Insurance Exchange
1785 N. E. Sandy Boulevard
Portland 14, Oregon

Contract
3517

Attention: Mr. Harvey Hunt

Gentlemen:

The contractor who repainted the Interstate Bridge at Portland this summer was Tri-State Painting Company, 9921 S. E. Woodstock Court, Portland, Oregon. The contract was completed August 2nd and accepted by the Highway Commission August 20, 1951.

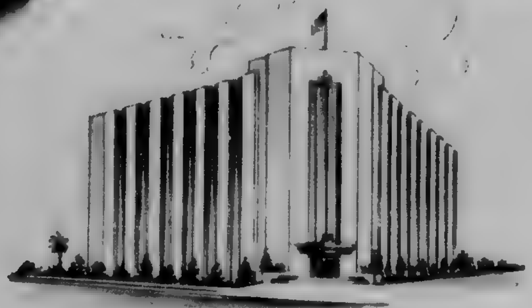
This is in reply to your letter of August 23 concerning your claim No. K-32-002767.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md



HOME OFFICE - LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE

FARMERS INSURANCE EXCHANGE
NORTHWEST BRANCH OFFICE...1785 N. E. SANDY BLVD
PORTLAND 14, OREGON

August 23, 1951

3517

Oregon State Highway Department
Salem, Oregon

Re: Insured: Emil Wollenberg
Claim No: K-32-002767

Gentlemen:

Would you please furnish us with the name and address of the painter holding the contract for repainting the Interstate Bridge.

We are interested in a subrogation claim for a loss of July 18, 1951.

Very truly yours,

Harvey Hunt
HARVEY HUNT
Subrogation Department

HH:ml

REFERRED TO
BY SECRETARY

RECEIVED
AUG 24 1951
OREGON
STATE HIGHWAY COMMISSION

PROTECTED BY
FARMERS INSURANCE GROUP
symbol of superior service

RECEIVED
FOR FILING

26-4219

3517

August 22,1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill

Gentlemen:

State Highway Contract No. 3517 for painting the Interstate Bridge on the Pacific Highway East in Multnomah County was completed by the contractor, Tri-State Painting Company, on August 2 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $12,032.00 will be released to the contractor on or after September 1, 1951. The total contract amount is $18,800.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1206 Wilcox Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
FOR FILING
6-4217

3517

June 22, 1951

Tri-State Painting Company
9921 S. E. Woodstock Court
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3517 which was awarded to you on May 24, 1951 by the State Highway Commission covering painting of the Interstate Bridge on the Pacific East Highway in Multnomah County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~NOTED ON CARD~~
6-22-51

RECEIVED
[illegible]
FOR FILING

36-4219

3517

May 31, 1951

Tri-State Painting Company
9921 S. E. Woodstock Court
Portland, Oregon

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No. 3517 for painting the Interstate Bridge over the Columbia River on the Pacific Highway near Portland in Multnomah County. This award was based on your low bid of $18,800.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

329-1703 Bay City (4th Street) Paving 1951
Project in Bay City

#3518

RECEIVED
FOR FILING
[illegible]
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION

(date)		
Sep. 24, 1951		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3518	2-final	The United Contracting Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16371	R-24488	$ 750.00	Sep. 24, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions: Aug. 31, 1951

Completion Date: None required

Date Accepted: Aug. 9, 1951

Penalties: Aug. 20, 1951

Claims: None of record

Remarks: None of record

Date: 9-25-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 26 1951
A. A. Wicklander

NOTED ON CARD

RECEIVED
1951
FOR FILING

321.7-2

3518

September 7, 1951

American Surety Co. of New York
David A. Lewis, Assistant Manager
725 Yeon Building
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3518 for work performed on the Bay City (4th St.) City Street Section in Tillamook County was completed by the contractor, The United Contracting Company, on August 9 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $750 will be released to the contractor on or after September 17, 1951. The total contract amount is $13,451.40, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
FOR FILING

329-1703

3518

August 24, 1951

American Surety Co. of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to The United Contracting Company on contract No. 3518, for paving on the Bay City (4th St.) Section in Tillamook County. This payment, in the amount of $12,701.40, will be made on or after September 3, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

NOTED
J. W. CATTRALL

August 23, 1951

Mr. Henry X. Schlaeppi
City Recorder
Bay City, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Contract No. 3518 with the United Contracting Company for paving on the Bay City 4th Street section was completed on August 9, 1951, and accepted by the Highway Commission on August 20, 1951. Under the terms of the agreement between the State Highway Department and the City of Bay City dated April 25, 1951, the City now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, August 9, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
Harold C. Ayers

329-1703
3518

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 18, 1951

Section Bay City (4th. Street)

Kind of work Paving

Highway City Street

Section prefix 329-1703

Contractor The United Contracting Co.

Contract number 3518

Date of contract May 24, 1951

Date of completion August 31, 1951

Date work started July 23, 1951

Estimated date of completion August 9, 1951

Amount of contract $14,692

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $13,451.40

Per cent of contract completed, based on total contract price 92 %

Engineering cost to date $1,000, 6.81 %

Date project was completed August 9, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted Tuesday.

Wednesday Mr. Eason inspected the project.

This is the final weekly report.

NOTED
E. W. LIBBY

RECEIVED
AUG [illegible] 1951
DIVISION ENGINEER

RECEIVED
AUG 20 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy

Address Box 169 Tillamook, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41606

NOTED
J. W. CATTRALL

June 22, 1951

Mr. Henry K. Schloeppi
City Recorder
Bay City, Oregon

Dear Sir:

Enclosed for your information are two prints showing the contract limits and a typical cross-section of the 4th Street $250,000 special city allotment project in your city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

NOTED
Harold C. Ayers

RECEIVED
1 6 1951
FOR FILING

[illegible]

3518

June 15, 1951

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3518 which was awarded to you on May 24, 1951 by the State Highway Commission covering paving on the Bay City (Fourth Street) Section of a City street in Tillamook County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

Enclosure

6/15

June 5, 1951

Mr. Henry K. Schlaeppi
City Recorder
Bay City, Oregon

Dear Sir:

On May 24, the State Highway Commission awarded Contract No. 3518 to the United Contracting Company for the paving of 4th Street as a special city allotment project in the City of Bay City. This contract provides that the work shall be completed not later than August 31, 1951. A copy of the contract is enclosed for the city's information and records.

The total estimated cost of the project is as follows:

Contract Items	$14,692.00
12-1/2% Engineering & Contingencies	1,836.50
Survey	375.00
Total	$16,903.50

When the contract has been completed and final costs are available, the city will be requested to contribute an amount which when added to the original $950 deposit will equal the total cost of the project in excess of $15,000. It is expected that the city's share will be in excess of $950, but less than $2,000.

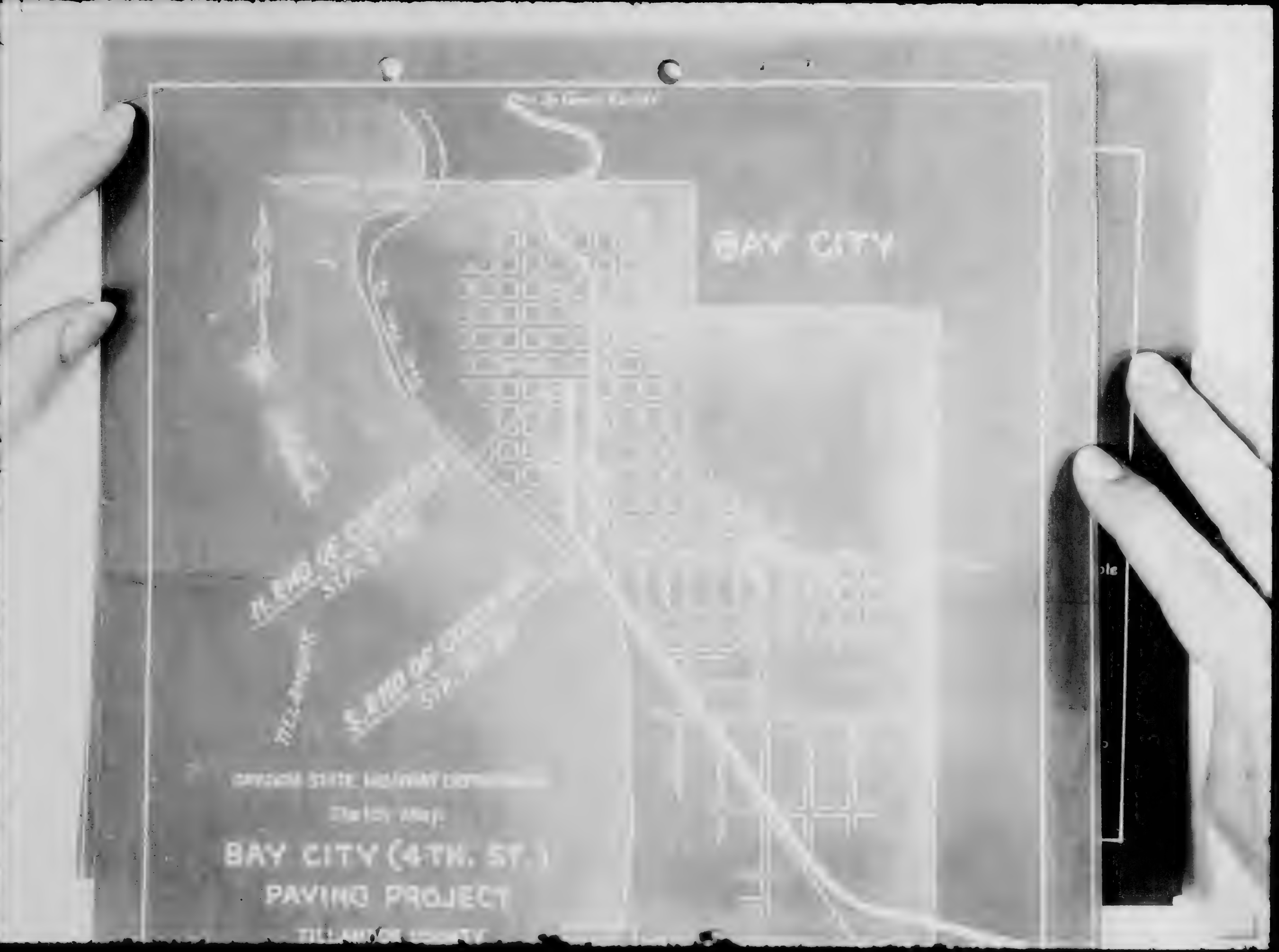
Very truly yours,

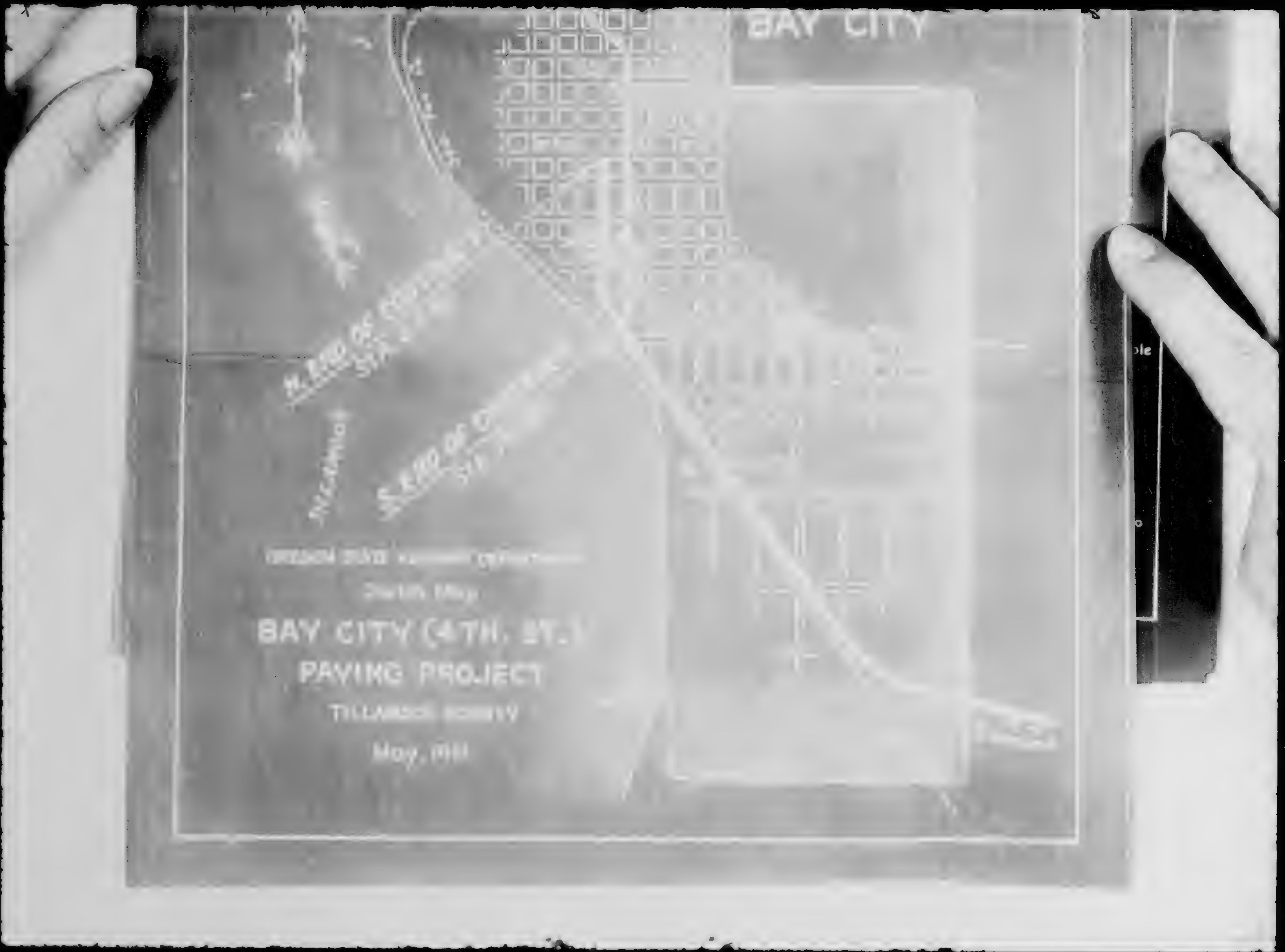
R. H. Baldock
State Highway Engineer

NOTED
Harold C. Ayers

By: John W. Cattrall
Engineer, County and City Relations

JFM:[illegible]
Encl.


BAY CITY
N. END OF
STA.
S. END OF
STA.
TILLAMOOK
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
BAY CITY (4TH. ST.)
PAVING PROJECT
TILLAMOOK COUNTY


BAY CITY
N. END OF C
STA.
S. END OF C
STA.
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
BAY CITY (4TH. ST.)
PAVING PROJECT
TILLAMOOK COUNTY
May,

RECEIVED

FOR FILING

339-1785

3518

May 31, 1951

United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No. 3518 for the construction of rock base and paving on Fourth Street in Bay City in Tillamook County. This award was based on your low bid of $14,692.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

May 21, 1951

NOTED
J. W. CATTRALL

Mr. Henry K. Schlaeppi
City Recorder
Bay City, Oregon

Dear Sir:

Confirming our telephone conversation of May 21, please be informed that the check received from the City of Bay City May 15 was in the amount of $950 and not $750 as quoted in our letter. Thank you for calling this to our attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

OFFICE OF
CITY RECORDER
BAY CITY, OREGON

May 17 , 1951

Oregon State Highway Commission
John W. Catrall
Engineer; County and City Relations

Dear Sir:

In reply to your letter of May 15, acknowledging payment of the certified check # 2745 in the amount of $ 750.00 . There is an error of the amount , it should be for $ 950.00 (nine hundred fifty dollars and no cents.) Could you please make certain if this is a typeing error , or the Banks error.

I would like the answer as soon as possible so I can check with the bank, issueing check number 2745. Thank you .

Respectfully,

Henry K Schlaeppi

Henry K Schlaeppi
City Recorder

NOTED
J. W. CATTRALL

May 15, 1951

Mr. Henry K. Schlaeppi
City Recorder
Bay City, Oregon

Dear Sir:

This is to acknowledge receipt of the City's Certified Check No. 2745 in the amount of $750 which represents the advance deposit of the City's share of the estimated cost of the proposed $250,000 city allotment project on 4th Street in your city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

OFFICE OF
CITY RECORDER
BAY CITY, OREGON

May 11, 1951

Oregon State Highway Commission
Salem Oregon
John W. Cattrell , Engineer

Dear Sir;

Enclosed is check , requested by the Highway Commission as ~~per~~ by letter of May 4, 1951

Respectfully ,

Henry K. Schlaeppi
Henry K. Schlaeppi
City Recorder

RECEIVED
MAY 14 1951
ENGINEER
COUNTY [illegible]

RECEIVED
FOR FILING

329-170
3518

Bay City

files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Herewith Certified Check No. 2745 in the amount of $950 from the City of Bay City. This represents the advance deposit on the city's share of the estimated cost of the proposed $250,000 city allotment project on 4th Street in that city.

check to Acc Div
5/15/51

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. M. H. Hawke

query

May 4, 1951

NOTED
J. W. CATTRALL

Mr. Henry K. Schloeppi
City Recorder
Bay City, Oregon

Dear Sir:

The State Highway Commission at its May 24-25 meeting plans to call for bids on the construction project on Fourth Street in Bay City.

Your attention is called to paragraph (h), page 3, in the agreement recently signed by the City which provides that the City shall pay the sum of $950 on demand by the State. It would be appreciated if you would mail a certified check payable to the State Highway Commission for this amount to this office prior to May 18, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM

RECEIVED
MAY 8 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. F. D. Eason
Division Engineer

Attached is an unexecuted copy of an agreement covering the proposed $250,000 city allotment project in the City of Bay City.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Bay City	1
County & City Relations	1
Division No. 2	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

RECEIVED
MAY 2 1951
FOR FILING

May 2, 1951

Mr. Henry K. Schlaeppi, City Recorder
City Hall
Bay City, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Bay City covering the improvement of Fourth Street from Oregon Coast Highway to Main Street, a distance of approximately 0.37 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

FORM E-30 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1951

SUBJECT:

To: Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto is an unexecuted copy of an agreement with the City of Bay City covering the improvement of Fourth Street from Oregon Coast Highway to Main Street, a distance of approximately 0.37 mile, in connection with the $250,000 city allotment fund.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of Bay City, Oregon.

Secretary

rn
attach: 1

RECEIVED
MAY 3 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

Salem, Oregon
April 24, 1951

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

Enclosed are three copies of an agreement covering the 1951 Special City Allotment Project approved for the City of Bay City on February 26, 1951. Two copies of this agreement have been executed by the proper city officials and are now ready for presentation to the Commission.

Due to limited funds, the city has requested that its contribution be held to a maximum of $2,000. The estimated total cost of this project is $15,950. A bid 10% over the estimate could result in a cost to the city in excess of $2,000. Such a bid, while possible, is not probable; however, if the city's request is acceptable, a contract should not be awarded if the total estimated cost will exceed $17,000.

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Bill Enfield

OFFICE OF
CITY RECORDER
BAY CITY, OREGON

April 13 1951

State Highway Commission
Salem Ore.

Dear Sirs;

At the special meeting of the Common Council Bay City Ore. April 12th, the Motion was Passed that the Street Commission of Bay City be limited to $2,000.00 on the 4th St. paving job.

resectfully
Henry K. Schlaeppi
city recorder

$250,000 - 1951

NOTED
J. W. CATTRALL

Bay City 4-10-51

Contacted the City official in answer to Citys letter of April 2, 1951. re $250,000 project in Bay City.

It was found the City attorney was in doubt as to the amount of money the City might have to pay on cooperative project on Main Street. He wanted a letter stating that the City would not have to pay any more than 10% over the estimated amount as their funds are limited. I assured him we had on previous projects advised the head office that the City could not go over the 10% and to advise the City before award was made in case the bid amount reflected a higher cost than 10%.

The City is very anxious to have this project completed but is limited as to available funds.

HCC.

City wishes
letter not more
than 10% over estimate
4-10-51

BAY CITY

PRELIMINARY ESTIMATE

10/11/50

Fourth Street from Oregon Coast Highway to Main Street, a distance of approximately 0.37 mile.

Widen present roadway to 20'. Place 8" of base rock on widened portion. Place 5" of asphaltic concrete on widened section and 2" over old Portland Cement Concrete paving.

Item	Quantity	Unit Price	Total
Excavation	500 c.y.	$ 2.00	$ 1,000.00
3"-0 in base	400 c.y.	3.00	1,200.00
3/4"-0 in base & shoulder	200 c.y.	4.00	800.00
Sprinkle	12M gal.	3.00	36.00
Asphaltic concrete in patches	200 tons	11.00 ✓	2,200.00
Asphaltic concrete	750 tons	11.00 ✓	8,250.00
RS-1 in seal coat	5 tons	60.00	300.00
Aggregate in seal coat	20 c.y.	6.00	120.00

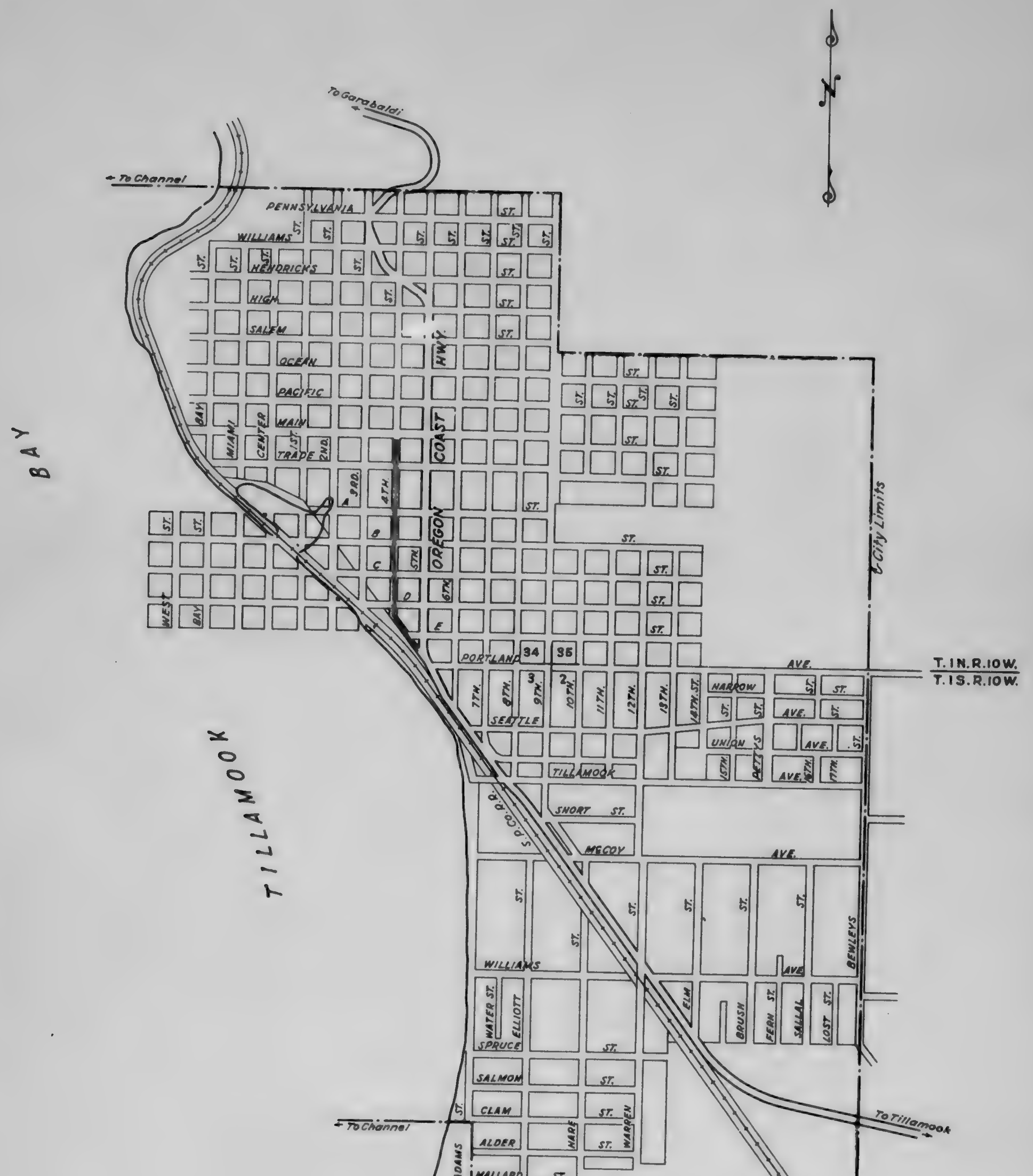
Preliminary Estimate of Construction	$13,906.00
12-1/2% Engineering & Contingencies	1,738.25
Preliminary Engineering	300.00
	$15,944.00

Total Estimate...... $15,950

NOTE: City also to provide all drainage.

RCA:MM

BAY CITY


N
To Garabaldi
To Channel
PENNSYLVANIA ST.
WILLIAMS ST.
HENDRICKS ST.
HIGH ST.
SALEM ST.
OCEAN ST.
PACIFIC ST.
MAIN ST.
TRADE ST.
BAY
MIAMI
CENTER
1ST
2ND
3RD
4TH
5TH
6TH
A
B
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D
E
OREGON COAST HWY
WEST BAY
PORTLAND AVE.
34
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7TH
8TH
9TH
10TH
11TH
12TH
13TH
14TH ST.
NARROW ST.
SEATTLE AVE.
UNION AVE.
PATTYS
15TH
16TH
17TH
TILLAMOOK AVE.
SHORT ST.
McCOY AVE.
S.P.CO.R.R.
WILLIAMS AVE
BEWLEYS
WATER ST.
ELLIOTT
ELM
BRUSH
FERN ST.
SALAL
LOST ST.
SPRUCE ST.
SALMON ST.
CLAM ST.
ALDER ST.
MALLARD ST.
ADAMS ST.
HARE
WARREN
To Tillamook
City Limits
T.1N.R.10W.
T.1S.R.10W.
TILLAMOOK BAY

N
J. W. CA

NOTED
J. W. CATTRALL

April 3, 1951

Mr. Henry K. Schlaeppi
City Recorder
Bay City, Oregon

Dear Sir:

In answer to your letter of April 2, please be informed that Mr. Ayers of this office is out of town for the remainder of this week; however, he will be in the vicinity of Bay City next Tuesday, April 10, and will contact you at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Saw City Council
Apr. 10-1951

RHP:MM

NOT
Harold C. A

OFFICE OF
CITY RECORDER
BAY CITY, OREGON

April 2 1951

Mr. Harold C. Ayers

Dear Sir;

The Bay City Council will meet April 5th can you be present at this meeting? If not what time could you meet with the Council?

THe Council would like to have some idea as to how much over the $950.00 the City would have to go, on the 4th St. paveing job.

Respectfully

Henry K. Schlaeppi

Henry K. Schlaeppi
Bay City Ore.

RECEIVED
APR 3 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

Salem, Oregon
March 29, 1951

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

I am returning herewith the field data for the 1951 city allotment project in Bay City.

I find the work to be consistent with the project as proposed and within the money allocated.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. Virgil O'Neil

NOTED
J. W. CATTRALL

March 27, 1951

Mr. Henry K. Schloeppi
City Recorder
Bay City, Oregon

Dear Sir:

Enclosed are two copies of an agreement covering a construction project on Fourth Street in Bay City. This agreement is in accordance with the special city allotment project as requested by the city and approved by the State Highway Commission.

Your attention is called to paragraph (h) on page 3 which provides that the city shall deposit with the state the sum of $950 on demand by the state. Your resolution number 471 dated March 19, 1951, indicates this deposit has the approval of the City Council. You will be notified at a later date when this deposit will be required.

Will you please return both copies of the agreement, signed by the Mayor and City Recorder with their signatures attested by a third party, to this office. After signature by the State Highway Commission, a duly executed copy of the agreement will be returned for the city's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

BEFORE THE COMMON COUNCIL OF BAY CITY

TILLAMOOK COUNTY, OREGON.

3-19-51

In the Matter of the Improvement)
of portion of 4th Street, and)
paying for part thereof.)

RESOLUTION No. 471

WHEREAS, the State Highway Commission has proposed to widen Fourth Street from the Oregon Coast Highway to Main Street in Bay City, Oregon, to 20 feet and placing of asphaltic concrete paving thereon at the cost of up to $15,000.00, on the condition that Bay City suppliment the excess cost thereof, estimated at $950.00,

BE IT RESOLVED, that the City Recorder be and hereby is authorized and directed to draw a warrant on the City Treasurer, payable to the State Highway Commission, in the sumof $950.00 out of the State Tax Road fund, and

BE IT FURTHER RESOLVED, that the City Treasurer be and hereby is directed to draw a check on said fund, in said amount, and to transmit the same to the State Highway Commission upon request of said Highway Commission.

Passed by the Common Council this 19th day of March, 1951.

Approved by the Mayor this 19th day of March, 1951.

WM. A. GAGE
Mayor Wm A Gage

Attest:
Henry K. Schlaeppi
City Recorder

(SEAL)

STATE OF OREGON)
County of Tillamook) ss:
City of Bay City.)

I, Henry K. Schlaeppi, the duly appointed, qualified and acting City Recorder of Bay City, Oregon, do hereby certify that the above Resolution has been by me compared with the original thereof and that it is a correct transcript thereof and of the whole thereof, as the same appears on file at myoffice and in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said city, this 19th day of March, 1951.

Henry K. Schlaeppi
City Recorder of Bay City, Oregon.

RECEIVED
MAR 23 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

March 8th, 1951

Ruth Simmons
City Recorder
Bay City, Oregon

Dear Madam:

The State Highway Commission at its February 26 - 27 meeting approved a project in the City of Bay City to be constructed from the 1951 $250,000 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. This project consists of widening present pavement to 20 foot width and placing of asphaltic concrete paving on Fourth Street from the Oregon Coast Highway to Main Street and is presently estimated to cost $15,950.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

Bay City 10-11-50

Preliminary Estimate

Fourth Street from Oregon Coast Highway to Main Street. a distance of approximately 0.37 mile.

Widen present roadway to 20'; place 8" of base rock on widened portion. Place 5" of asphaltic Concrete on widened section and 2" over old Portland Cement Concrete paving.

Excavation	500 cu.yds	$2.00	$1000.00
3"-0 in base	400 cu.yds	3.00	1200.00
3/4"-0 in base & shoulder	200 Cu.yds	4.00	800.00
Sprinkle	12 M.gal	3.00	36.00
Asphaltic Concrete in patches	200 tons	11.00	2200.00
Asphaltic Concrete	750 tons	11.00	8250.00
RS-1 in seal coat	5 tons	60.00	300.00
Aggregate in seal coat	20 cu.yds	6.00	120.00
Preliminary Estimate of Construction			13,906.00
12½% Engineering and Contingencies			1738.25
Preliminary Engineering			300.00
$15,950.00			$15,944.00

Note: City also to provide all drainage.

Bay City

10-11-50

Preliminary Estimate

of the Street from Coast Highway to Main St. a distance of approximately 0.37 mile.

Widen present 16' to 20' place 8" base rock on widened portion. 5" of A.C. on widened portion and 2" over present P.C.C.

Excavation	500 cu yds	$2.00	$1000.00
3"-0 in base	400 cu yds	3.00	1200.00
3/4"-0 in base & shoulders	200 cu yds	4.00	800.00
Sprinkle	12 M gal	3.00	36.00
asphalt in patches	200 tons	11.00	2200.00
Asphalt + [illegible]	750 tons	11.00	8250.00
Emulsified asphalt in seal	5 tons	60.00	300.00
Aggregate in seal	20 cu yds	[illegible]	120.00
			13,906.00
		12½%	1738.00
			15644.00
		Eng.	300
			15,944.00

$15,950

City Co[illegible] [illegible] request change [illegible] pay all over 15,000

Fried

HCA

$250,000 - ('51)

Bay City: 10-11-50

With Mr. J. Flisram investigated 4th Street; is Portland Cement Concrete - 16' wide in very bad Condition.

Investigation found this pavement was in good Condition until the rock for Tillamook Air base was hauled over this street, Concrete was evidently not of good quality and the heavy loads from these gravel trucks brought out all weak spots.

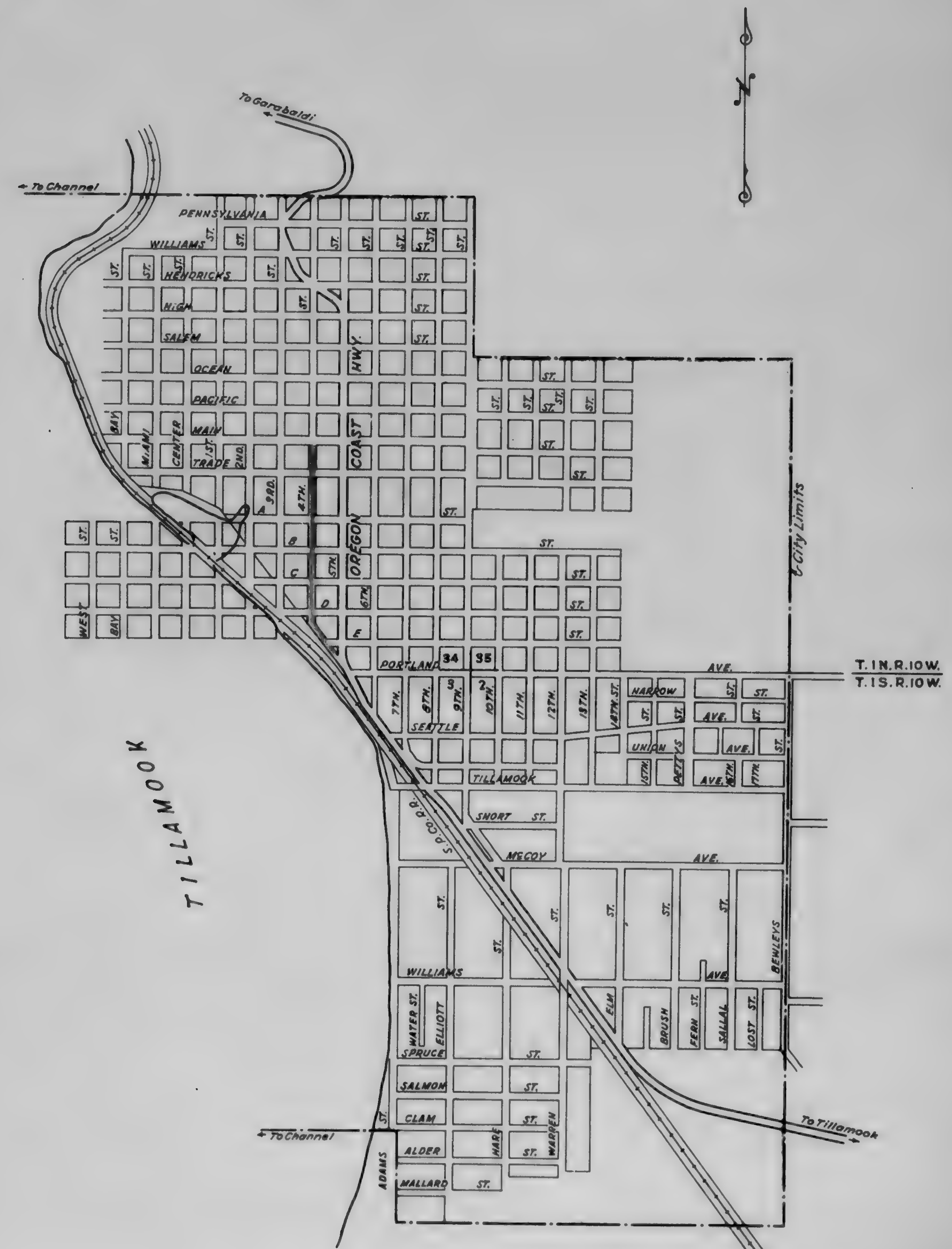
Should be widened to 22 feet and recovered with asphaltic Concrete.

City to provide any required drainage.

This project qualifies.

HCG

BAY CITY


N
To Garabaldi
To Channel
PENNSYLVANIA ST.
WILLIAMS ST.
HENDRICKS ST.
HIGH ST.
SALEM ST.
OCEAN
PACIFIC
MAIN
TRADE
BAY
MIAMI
CENTER
1ST.
2ND.
3RD.
4TH.
5TH.
6TH.
OREGON COAST HWY.
A
B
C
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WEST
BAY
ST.
PORTLAND AVE.
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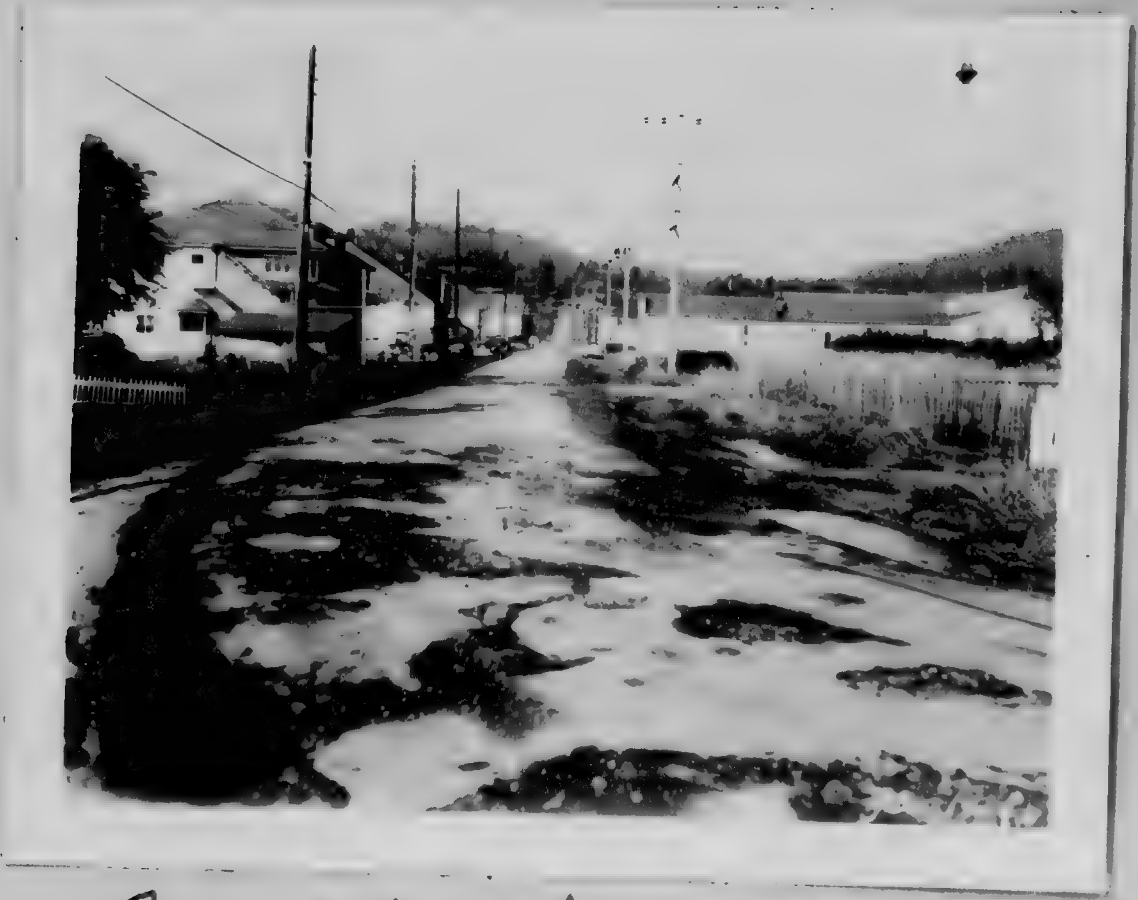
13TH.
14TH. ST.
NARROW
SEATTLE
UNION AVE.
PETTYS
15TH.
16TH.
17TH.
TILLAMOOK
SHORT ST.
McCOY AVE.
S.P.CO.R.R.
WILLIAMS AVE.
BEWLEYS
WATER ST.
ELLIOTT
ELM
BRUSH
FERN ST.
SALLAL
LOST ST.
SPRUCE ST.
SALMON ST.
CLAM ST.
ALDER ST.
MALLARD ST.
HARE
WARREN
ADAMS ST.
To Channel
To Tillamook
T.1N.R.10W.
T.1S.R.10W.
City Limits
TILLAMOOK
BAY

Bay City.



Fourth Street from "E" Street looking easterly
10-11-50

September 27, 1950

NOTED
J. W. CATTRALL

Mr. C. H. Jackson
City Recorder
Bay City, Oregon

Dear Sir:

This is to acknowledge receipt of a resolution making application for a special city allotment project which was adopted by the City of Bay City. As soon as possible a representative from this office will visit your city and go over the project with you. Early in 1951 your application, along with those of other cities, will be presented to the State Highway Commission for consideration in preparing the 1951 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

mm

NOTED
[illegible]

Form cc-50
Special City Allotment

RESOLUTION #476

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of BAY CITY is an incorporated city of the State of Oregon, and has a population of 538, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

a 4th Street from Main to Highway #101, which is approximately 100 ft South of "E" St., and, one block of "C" Street from 3rd. to 4th.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

4th Street from Main to Highway #101, which is approximately 100 ft. South of "E" St., and, one block of "C" Street from 3rd. to 4th.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of CITY OF BAY CITY does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate JOSEPH ELISRAM as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25th day of SEPTEMBER, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

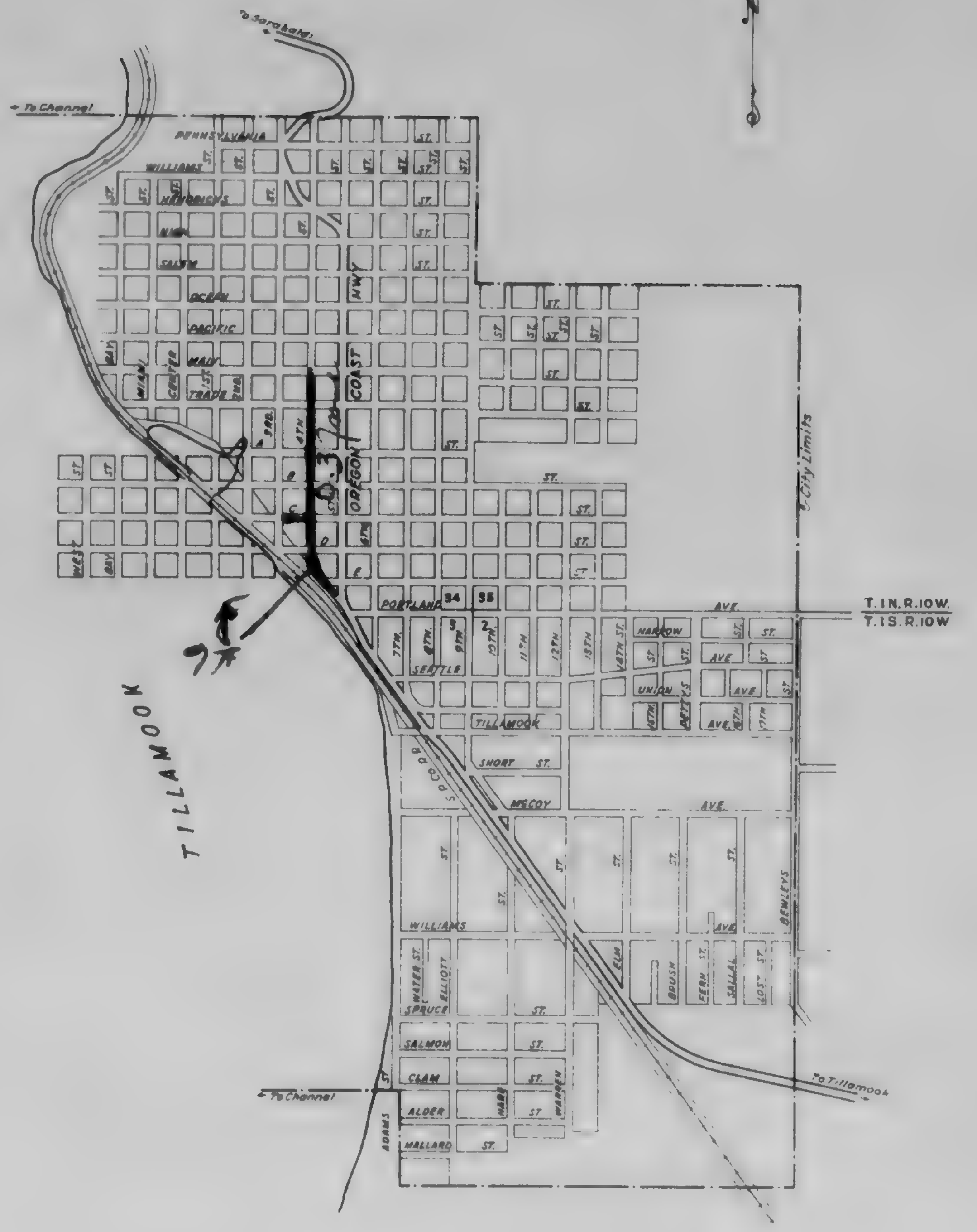
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of BAY CITY at a regular or special meeting of said council, held on the 25TH day of SEPTEMBER, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 25th day of [illegible], 1950.

City Recorder

BAY CITY



16' P.C.C.
badly broken
Rock haul to Tillamook Harbor

September 18, 1950

Mr. C. H. Jackson
City Recorder
Bay City, Oregon

Dear Sir:

Reference is made to your letter of September 14 re application for street improvement under the special city allotment fund. Enclosed are two copies of a resolution form to be used in making such application. After the resolution has been filled out and adopted by the City Council, please return one signed copy to this office prior to October 1, 1950.

After receipt of this application, a representative of this office will call on you and go over the proposed improvement with you. Early in 1951 your application, along with those of other cities, will be presented to the State Highway Commission for consideration in preparing the 1951 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

mm
Encl.

OFFICE OF
CITY RECORDER
BAY CITY, OREGON

September 14, 1950

State Highway Department
Salem, Oregon

Subject: "Special Need" Street fund.

Gentlemen:

Reference is made to the $250,000.00 "Special Need" street fund for Cities of under 5000 population.

The undersigend has been instructed by the Mayor and the City Council to contact your office and obtain application forms to be submitted your office, for our streets that have been most severely punished by heavy trucking equipment etc., in excess of the City's ability to maintain.

If applications are not available may we be advised what steps are required so that the necessayy investigation by your office can be made.

Yours very truly,

C. H. Jackson, City Recorder.

[illegible]
STATE [illegible]

RECEIVED
SEP 18 1950

S-245(4) Davies-Forest Grove Sec., 1951
Columbia River Hwy.
#3519

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 20, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3519	7-final	Warren Northwest, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
19482	R-51865	$ 4,312.20	10/16/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1951

Time Extensions: Extended to July 22, 1952 without penalty

Completion Date: July 22, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-23-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 2[illegible] 1952
a. a. Wahlander

RECEIVED
OCT 9 - 1952
FOR FILING

October 8, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 280 days, from October 15, 1951 to July 22, 1952, within which to complete your contract No. 3512 for resurfacing on the Davies-Forest Grove Section of the Nehalem Secondary Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 8 - 1952
FOR FILING

October 7, 1952

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

State Highway Contract No. 3519 for resurfacing on the Davies-Forest Grove Section of the Nehalem Secondary Highway in Washington County was completed by the contractor, Warren Northwest, Inc., on July 22, 1952 but has not as yet been accepted by the Commission.

Final payment in the amount of $4,312.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $143,740.15, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

RECEIVED
FOR FILING

September 18, 1952

Request for extension of time
No. 24a
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on Contract No. 3519, Davies-Forest Grove Section of the Nehalem Secondary Highway, from October 15, 1951 to July 22, 1952.

On this project it was necessary for the contractor to acquire his paving materials from a commercial plant which, due to prior commitments, was unable to supply sufficient material to complete the paving prior to the starting of bad weather last fall. For this reason the contractor was required to complete the project after good weather set in this spring.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED
FOR FILING

September 16, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 10 relative to a request for extension of time on Project S-245 (4), Davies-Forest Grove Section of the Nehalem Highway.

First, I must admit that the statements in your letter as to the contractor's being cognizant of the fact that the commercial plant might be unable to furnish materials in time have a strong basis. However, I believe that there are extenuating circumstances pertaining to this matter which should permit reconsideration, and I present such extenuating circumstances herein.

I refer you to the bids received on this project at the time of letting. There were five in number, all of the most responsible paving contractors in Oregon. The Warren Northwest Company's was approximately $13,000, about eight per cent under the next bid. The Warren Northwest bid for asphaltic concrete, the major item on the job, was $6.10 per ton, as compared to the next low bid of $6.75 per ton. It is certainly evident from this exceptionally good bid that the contractor could nowise provide any bonus in his bid and would base his bid on completion within the current season, as a carryover on a project almost always entails additional cost to the contractor. The Warren Northwest Company has one of the best reputations for completion within the time limit of Oregon contractors, and this Company's relations with the State Highway Department have been most excellent. Failure to complete within the time limit did not result in additional cost to the State or inconvenience to the public. When this Company resumed work in May of 1952 it completed the project rapidly, with the pavement being completed on June 28, and all incidental work incident thereto was completed on July 22. The engineering penalties that would be assessable to the contractor would be for this period of time and would total $977.62. Now if the work had been performed the season before, this same expense for pavement inspectors, et cetera, would have been encountered. On the basis that the bid submitted by the Warren Northwest Company appears to indicate quite conclusively that the contractor had every intention of completing in time, if possible, and owing to its excellent record, I recommend that you give reconsideration for approval of the extension of time without penalty, so that our relations with this contractor need not be embarrassed by the assessment of an engineering penalty which we do not believe is fully justified. For your information, the total engineering costs on this project are 5.95%, which is well below our average engineering costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1952

NOTED
C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project S-245(4) Davies-Forest Grove
Section of the Nehalem Highway

Dear Sir:

Reference is made to Mr. Williams' September 2 letter requesting our concurrence in an extension of time without penalty from October 15, 1951 to July 22, 1952 on the above project under contract to Warren Northwest Inc.

Your explanation of the delay in completion is that a commercial crushed stone producer, because of prior commitments, was unable to furnish aggregate to the contractor in sufficient quantities for him to complete the paving prior to autumn wet weather.

Our records indicate that bids for the project were opened on May 24, 1951 and that award of contract was made on that date. However, work did not start until August 28 or over three months after award of contract. An inspection made of the project on September 11 indicated that although mineral aggregates were practically all produced and in stockpile, the paving plant was only 50% erected.

The specifications did not limit the contractor in selection of materials from any one source. In fact, he was given the privilege of choosing his own source subject only to materials meeting quality and size requirements. In addition, the location of three sources was mentioned as warranting consideration.

In this instance, the contractor in preparing his bid was undoubtedly cognizant of the fact that the commercial plant's inability to furnish materials would preclude completion of his contract within the specified time and accordingly he should have, and probably did, include in his total bid a sufficient amount to cover engineering penalty charges. Under this premise, the time extension you request without penalty would, in effect, provide the contractor with a bonus for non-completion within the contractual time.

Under the circumstances we are willing to recommend for approval the full time extension requested only on the condition that the engineering penalty be assessed from October 16, 1951 to the date of completion.

Very truly yours,

CGPolk

C. G. Polk
District Engineer

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OREGON
STATE HIGHWAY COMMISSION

[illegible] Forest [illegible] Project

Specified Date of Completion October 15, 1951

Engineer Salaries - - None reported on payroll.

Date of Winter Shutdown October 22, 1951

Engineer Salaries - - None

Date of resumption of Work May 12, 1952

Engineer Salaries - - *$977.62 *

Date of completion of Work July 22, 1952

* Includes only $18.90 for engineering between July 1 and July 22 although paving work was in progress at that time. Transitman reports that engineering costs were charged to Quartz Creek - N. Plains Job.

Contract cost	$143,740.15	94.05 %
Engineering cost (Shown to 8/31/52)	9,094.21	5.95 %
Total cost	152,834.36	100.00 %

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September [illegible], 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3519, Davies - Forest Grove Section of the Nehalem Secondary Highway, Ore. S-245 (4), from October 15th, 1951 to July [illegible], 1952, to Warren Northwest, Inc., Contractors.

On this project it was necessary for the contractor to acquire his paving materials from a commercial plant. This plant, due to prior commitments, was unable to supply sufficient material to complete the paving prior to the starting of bad weather last fall. For this reason, the contractor was required to complete the project after good weather set in this spring.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
AUG 18 1952
FOR FILING

3519

August 7, 1952

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc., on Contract No. 3519, covering the resurfacing of the Davies-Forest Grove Section of the Nehalem Secondary Highway in Washington County. This payment, in the amount of $13,208.14, will be made on or after August 17, 1952. The retained percentage is $4,312.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

NOTED ON CARD
8-7-52

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 2, 1952

Section Davies-Forest Grove

Kind of work Grading and Paving

Highway Nehalem Secondary

Section prefix 134-1059

Contractor Warren Northwest Inc.

Contract number 3519

Date of contract May 24, 1951

Date of completion October 15, 1951

Date work started August 11, 1951

Estimated date of completion July 28, 1952

Amount of contract $147,832.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $140,865.25

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $9,000.00, 76 %

Date project was completed July 28, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office force completed semi-final on this section and submitted it to Division Office July 31, 1952.

NOTED
H. G. SMITH

RECEIVED

NOTED
K. D. LYTLE

NOTED
B. A. MARTIN

Signed James Don
James Don, Res. Eng'r.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23	9.47			9.47
Miles partially completed					
Miles completed	0.23	9.47			9.47
Total estimated quantities	1256.8	8,131			17,519.4
Estimated quantities moved or placed to date	1256.8	8,131			17,519.4
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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[illegible]
3519

July 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 22, 1952 on Contract No. 3519, Davies-Forest Grove Section, in connection with Federal Aid Project No. S-245 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

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FORM E-90X 25M 11-50 44702

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1951

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

Reference is made to the request of Warren Northwest, Inc., for an Extension of Time on Contract No. 3519, Davies-Forest Grove Section of the Nehalem Secondary Highway, Ore. S-245 (4), from October 15th, 1951 to November 15th, 1951.

Since it is evident that the contractor will not complete this project by November 15th, we are canceling this request for an Extension of Time, and suggest that a new application be submitted for the additional time required to complete the project.

Very truly yours,

[illegible]. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-245(4)
Davies-Forest Grove Section

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

State Oregon

Project No. S-245(4)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety-nine thousand and 00/100 dollars ($99,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 847+07.47 in the SW 1/4, Section 14, T. 2 N., R. 4 W., W.M., and survey station 96+32.17 on University Avenue at College Way in Forest Grove, except stations 931+41 to 931+79, 968+65 to 969+28, 1+84 to 1+08, 27+20 to 28+07, and 30+01 to 30+30,** length **9.473** miles, in **Washington** County, being **Oregon Federal Aid / Secondary** project No. **S-245(4)**, consisting of **9.473** miles of roadway and **no** bridges, xxxx of more than 20 feet clear span, xxxxxxxxxxxxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

ninety-nine thousand and 00/100

dollars ($99,000.00), which does not exceed the authorized Federal pro rata share of

one hundred sixty-two thousand, six hundred fifteen and 75/100

dollars ($162,615.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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FOR FILING

S 245 (4)

3519

October 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3519, Davies - Forest Grove Section of the Nehalem Secondary Highway, Ore. S-245 (4), from October 15th, 1951 to November 15th, 1951, to Warren Northwest, Inc., Contractor.

The contractor, in bidding this project, planned on securing his materials from a commercial plant West of Forest Grove. This plant was unable to furnish materials for the paving prior to September 1st. The contractor, therefore, was unable to start his paving as soon as he had anticipated.

Engineering costs will not be increased by this delay, nor will there be any delay to the traveling public. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

EAP:sh

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FORM E-30X 25M 3-51 47199

1-24-[illegible]

3519

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 26th, 1951

SUBJECT: Davies-Forest Grove Section

To:

Mr. R. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In connection with the Davies-Forest Grove project, contract No. 3519 under contract to Warren Northwest, Inc., the contractor discontinued his paving operations as of October 25th, and is now completing the placement of shoulder rock on the section from Davies to the west fork of Dairy Creek at Mile Post 65.3. The paving was completed from Davies to the south limits of Forest Grove, and from there to the west fork of Dairy Creek the base only has been layed. It is expected that the shoulders will be completed this week. The job will then be down until next spring.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams
    L. A. Johnston

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S-245(4)

3519

September 5, 1951

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 28, 1951 on Contract No. 3519, Davies-Forest Grove Section, in connection with Federal Aid Project No. S-245 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

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FOR FILING

2519

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Davies-Forest Grove Section, Project No. S-245 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-245 (4)

DAVIES-FOREST GROVE SECTION

OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 6201
Roadway (Sta. 847+07.47 to 1111+97.08 = 47+00 to 0+00 = 22+50 to 120+20.50 = 2+59.96 to 41+90) (Outside City)

50	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 150.00
1,800	cu. yds.	General Excavation, Unclassified	0.90	1,620.00
50	lin. ft.	12-inch Concrete Pipe	2.25	112.50
120	lin. ft.	18-inch Concrete Pipe	3.75	450.00
1,800	cu. yds.	4" - 0 Material in Base	3.00	5,400.00
5,750	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.75	21,562.50
190	M-gal.	Sprinkling	2.50	475.00
17,450	tons	Class "B" Asphaltic Concrete	6.10	106,445.00
96	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	3,840.00
580	cu. yds.	Aggregate in Seal Coat	5.50	3,190.00
			Subtotal	$143,245.00
			10% Engr. & Cont.	14,324.50
			Total	$157,569.50

Length of Roadway	9.200 miles
Length of 5 Bridges (Exception)	.056 mile
Total Length	9.256 miles
Cost per mile, Roadway	$17,127.11

Type Code 6201
Roadway (Sta. 81+90 to 96+32.17)

250	cu. yds.	3/4" - 0 Material in Base and Shoulders	$ 3.75	$ 937.50
10	M-gal.	Sprinkling	2.50	25.00
550	tons	Class "B" Asphaltic Concrete	6.10	3,355.00
4	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	160.00
20	cu. yds.	Aggregate in Seal Coat	5.50	110.00
			Subtotal	$ 4,587.50
			10% Engr. & Cont.	458.75
			Total	$ 5,046.25

Length of Roadway	0.273 mile
Cost per mile	$18,484.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway			
Outside City	$157,569.50	$95,928.00	$61,641.50
Inside City	5,046.25	3,072.00	1,974.25
	$162,615.75	$99,000.00	$63,615.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

May 4, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement and one program change form to accompany plans and specifications for the Davies-Forest Grove Section, Project No. S-245 (4).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-245 (4)

DAVIES-FOREST GROVE SECTION OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 4, 1951

Type Code 6201
Roadway (Sta. 847+07.47 to 1111+97.08 - 47+00 to 0+00 - 22+50 to 120+20.50 - 2+59.96 to 81+90) (Outside City)

50	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 150.00
1,800	cu. yds.	General Excavation, Unclassified	1.00	1,800.00
50	lin. ft.	12-inch Concrete Pipe	2.50	125.00
120	lin. ft.	18-inch Concrete Pipe	4.00	480.00
1,800	cu. yds.	4" - 0 Material in Base	2.50	4,500.00
5,750	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	20,125.00
190	M-gal.	Sprinkling	3.00	570.00
17,450	tons	Class "B" Asphaltic Concrete	6.75	117,787.50
96	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	4,032.00
580	cu. yds.	Aggregate in Seal Coat	5.50	3,190.00
			Subtotal	$152,759.50
			10% Engr. & Cont.	15,275.95
			Total	$168,035.45

Length of Roadway	9.200 miles
Length of 5 Bridges (Exception)	.056 mile
Total Length	9.256 miles
Cost per mile, Roadway	$18,264.72

Type Code 6201
Roadway (Sta. 81+90 to 96+32.17)

250	cu. yds.	3/4" - 0 Material in Base and Shoulders	$ 3.50	$ 875.00
10	M-gal.	Sprinkling	3.00	30.00
550	tons	Class "B" Asphaltic Concrete	6.75	3,712.50
4	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	168.00
20	cu. yds.	Aggregate in Seal Coat	5.50	110.00
			Subtotal	$ 4,895.50
			10% Engr. & Cont.	489.55
			Total	$ 5,385.05

Length of Roadway 0.273 mile
Cost per mile $19,725.45

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway			
Outside City	$168,035.45	$95,926.00	$72,109.45
Inside City	5,385.05	3,074.00	2,311.05
	$173,420.50	$99,000.00	$74,420.50

DAVIES-FOREST GROVE SECTION

PROJECT NO. S-245 (4)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 8, 1951

DAVIES-FOREST GROVE SECTION

PROJECT NO. S-245 (4)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 4, 1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

May 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with review of P. S. and E. for Oregon Project S-245(4), Davies-Forest Grove Section of the Nehalem Highway, we find the latest sketch map in our files covering this project is dated April 1937.

The location and alignment shown on the sketch map appear to coincide with the road as shown on the construction plans except at the northerly terminus where connection is made to the Sunset Highway--then called Wolf Creek Highway.

To bring our records up to date, please forward the necessary number of copies of a revised sketch map showing this and any other changes, including latest data on bridges.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

May 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with review of P. S. and E. for Oregon Project S-245(4), Davies-Forest Grove Section of the Nehalem Highway, we find the latest sketch map in our files covering this project is dated April 1937.

The location and alignment shown on the sketch map appear to coincide with the road as shown on the construction plans except at the northerly terminus where connection is made to the Sunset Highway—then called Wolf Creek Highway.

To bring our records up to date, please forward the necessary number of copies of a revised sketch map showing this and any other changes, including latest data on bridges.

Very truly yours,

C. O. POLK
Acting District Engineer

May 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-245(4), Davies-Forest Grove Section of the Nehalem Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please submit copies of encroachment agreements from the towns of Forest Grove and Banks prior to preparation of the project agreement estimate.

Very truly yours,

C. G. POLK
Acting District Engineer

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock (State Highway Engineer)

May 4, 1951 (Date)

The following major program change of the individual project is requested:

Oregon (State)

Postwar Federal-aid Secondary Highway Program (Previous program)

(Date of approval)

COUNTY Washington

Eighth Supplemental

Route No. 623

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	PROJECT COST Federal Funds	PROJECT COST State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	144	S-245 (4)	FA Rt. 27 to Forest Grove	Survey-Plans					Grade widening 2-lane high-type surfacing
				Right-of-Way					
				Construction	160,000	99,000	61,000		
				TOTAL	160,000	99,000	61,000	9.00	
REQUESTED REVISION	144	S-245 (4)	FA Rt. 27 to Forest Grove	Survey-Plans					Grade widening 2-lane high-type surfacing
				Right-of-Way					
				Construction	173,420	99,000	74,420		
				TOTAL	173,420	99,000	74,420	9.53	

Program Balance of ____ funds subsequent to approval of this and previously recommended changes is $____

Program Revision Request

Reason for change: Length shown in program was incorrect as no change has been made in project limits.

1

Date May 4, 1951

By R. H. Baldock (State Highway Engineer)

Recommended: ____ (Division Engineer) ____ (Date)

Recommended for Approval: ____ (District Engineer) ____ (Date)

Approved: ____ (Acting Commissioner) ____ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—01038-1

RECEIVED
JUN 25 1951
FOR FILING

{ 245-(1)

3519

June 22, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3519 which was awarded to you on May 24, 1951 by the State Highway Commission covering pavement resurfacing on the Davies-Forest Grove Section of the Nehalem Secondary Highway in Washington County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

POSTED ON CARD
Recorded 6-22-51

RECEIVED
FOR FILING

[illegible]

3519

May 31, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 24, 1951, awarded you Contract No. 3519 for grading and paving the Davies-Forest Grove Section of the Nehalem Secondary Highway north from Forest Grove in Washington County. This award was based on your low bid of $147,832.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

RECEIVED
JUN 1 - 1951
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

S 245(4)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-245(4), Davies-Forest Grove Section of the Nehalem Highway, to Warren Northwest, Inc. of Portland, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
1951
FOR FILING
MONTANA

S-24 [illegible]

3619

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-245(4), Davies-Forest Grove Section of the Nehalem Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please submit copies of encroachment agreements from the towns of Forest Grove and Banks prior to preparation of the project agreement estimate.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

[illegible]ED
FOR FILING
FORM E-30 25M 8-50 42298

[illegible]

3519

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is Washington County's approval of the Davies-Forest Grove section, Oregon Project S-245(4).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

RM E-123X 25M 8-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 4, 1951

RECEIVED
MAY 9 1951
ENGINEER
COUNTY & CITY RELATIONS

Mr. L. L. MacIntyre
Washington County Engineer
Hillsboro, Oregon

Dear Mr. MacIntyre:

The Highway Commission at its May 24-25 meeting is planning to call for bids on the Davies-Forest Grove section of the Nehalem State Secondary Highway, which is Federal Aid Secondary Highway No. 623.

This will be Federal Aid Secondary Project No. S-245(4). The proposed improvement extends from the junction with the Sunset Highway southerly to University and College Way Streets in Forest Grove, a distance of 9.53 miles. The project will consist of 3" of asphaltic concrete pavement resurfacing 20' wide except for 0.23 mile through Banks which will be 40' wide between existing curbs. Also, improvement will be made to the grade to eliminate a hazard at a road intersection about .90 of a mile south of Banks. Shoulders will be from 2' to 4' wide.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and on County Roads. It will be appreciated if you will obtain the County Court's approval and signature on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary to obtain release from the Bureau of Public Roads, it is hoped that this matter will be given your earliest consideration. In order that the project will not be delayed, it is requested that the County's concurrence be mailed to arrive in Salem not later than May 10.

May 7, 1951

We concur in the above project.

Judge

H R Johnson Commissioner

Jas. Lewis (Absent) Commissioner

Engineer

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall
By: John W. Cattrall
Engineer, County and City Relations

6-1601 Riverton Section of the Oregon 1951
Coast Highway about 6 miles
#3520 SW Coquille

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 13, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3520	7-final	Coos Bay Dredging Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1461	R-33780	$ 603.70	2/11/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: Extended to Oct. 10, 1951 without penalty

Completion Date: Oct. 10, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-13-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

2-13-52

RECEIVED
JAN 1[illegible] 1952
FOR FILING

January 16, 1952

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway contract No. 3520 for work performed on the Riverton Section of the Oregon Coast Highway in Coos County was completed by the contractor, Coos Bay Dredging Co.,Inc., on October 10 and was accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $603.70 will be released to the contractor on or after January 26, 1952. The total contract amount is $19,926.32, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
1-16-52, gl

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Coos Bay Dredging Company, Inc.
P. O. Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of ten days, from September 30 to October 10, 1951, within which to complete your contract No. 3520 for grading and surfacing on the Riverton Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Geo. A. Barnhart,
Resident Engineer

W. O. Smith,
Construction Engineer

NOTED ON CARD

1-14-52

RECEIVED
DEC 4 1951
FOR FILING

6-18-51

3520

December 3, 1951

Seaboard Surety Company
75 Maiden Lane
New York, 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Coos Bay Dredging Company, Inc., on contract No. 3520 covering grading and surfacing on the Riverton Section of the Oregon Coast Highway in Coos County. This payment, in the amount of $2,055.03, will be made on or after December 13, 1951. The retained percentage is $597.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD
12-3-51
M.D.

cc - Hansen and Rowland, Inc.
609 Henry Building
Portland 4, Oregon

RECEIVED
FOR FILING

6-1601

[illegible]

December 1, 1951

Oregon State Highway Commission

Request for Extension of Time
No. 11
December 20 and 21 meeting

Gentlemen:

Herewith is a request from the Coos Bay Dredging Company for an extension of time on Contract No. 3520, Riverton Section of the Oregon Coast Highway, from September 30, 1951 to October 10, 1951.

The contractor started work on this project immediately after the award, but was delayed by reason of the Power Company not removing power poles which were in the way of the grading contract. When the poles were finally moved, the contractor expedited the project to the best of his ability, but still required an additional ten days to complete the project.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

EAP:sh bl

RECEIVED
NOV 3 1951
FOR FILING

October 30, 1951

Seaboard Surety Company
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Coos Bay Dredging Co.,Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3520, covering grading and surfacing on the Riverton Section of the Oregon Coast Highway in Coos County.

This payment, which is in the amount of $6,475.17, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $534.11. The present payment will be released on or after November 9, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Hansen & Rowland, Inc.
609 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

[illegible]

[illegible]-51 g.f.

Form E-1—10M—7-50

6-1601

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 27, 1951, 19

Section Riverton

Kind of work Grading & Surfacing

Highway Oregon Coast

Section prefix 6-1601

Contractor Coos Bay Dredging Co.

Contract number 3520

Date of contract May 25, 1951, 19

Date of completion Sept. 30, 1951, 19

Date work started June 6, 1951, 19

Estimated date of completion ....., 19

Amount of contract $19,686.80

Per cent of time elapsed 107.8 %

Estimated cost of completed project, exclusive of engineering $19,686.80

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date $867.25, ... %

Date project was completed Oct. 10, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Field Crew remeasuring cut Sta. 380 to 385 Thursday & Friday.

Construction Profile 80% complete.

NOTED
H. G. SMITH

RECEIVED
OCT 29 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. [illegible]

Signed J. A. Barnhart Res. Engr.

Address P.O. Box 716, Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.3	0.3			
Miles partially completed					
Miles completed	0.3	0.3			
Total estimated quantities	5,800	565			
Estimated quantities moved or placed to date	5,200	565			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Clear		
Friday	"		
Saturday	"		

State Printing Dept. 41608

RECEIVED
FOR FILING

6-16-51

3520

June 22, 1951

Coos Bay Dredging Company
P. O. Box 217
Coos Bay, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3520 which was awarded to you on May 25, 1951 by the State Highway Commission covering grading and surfacing on the Riverton Section of the Oregon Coast Highway in Coos County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM:

ehr

Recorded 6-22-51 ew

RECEIVED
31 1951
FOR FILING

6-1601

3520

May 31, 1951

Coos Bay Dredging Company
P. O. Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3520 for grading and surfacing the Riverton Section of the Oregon Coast Highway about 6 miles southwest of Coquille in Coos County. This award was based on your low bid of $18,886.80 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

S-109(1) Combs Flat (Prineville Eagle 1951
Rock) Sec. of the Pauline
#3521 Secondary Hgwy, SE Prineville

RECEIVED
MAR [illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 11, 1952

(CONTRACT NO.) 3521	(EST. NO.)	(CONTRACTOR)
3521	5-final	J. N. Conley

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3878	B-35985	$ 2,748.15	3/11/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: **Extended to Oct. 18, 1951 without penalty**

Completion Date: **Oct. 10, 1951**

Date Accepted: **Dec. 20, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-12-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 12 1952

RECEIVED
FOR FILING
3521

Contract #3521

Pauline Secondary
J. N. Conley, Contractor

FINAL COST ANALYSIS

Combs Flat Section

March 9, 1952
Prefix 107-1012-S-109 (1)

Surfacing & Rock Production
Alfred W. Bates, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Struct. Exc., Unclass.	160.32	Cu. Yds.	$ 3.00	$ 2.71	$ 434.93	$ 480.96
Blade Grader	201.3	Hour	9.00	6.77	1,363.67	1,811.70
18" Concrete Pipe	582	Lin. Ft.	3.50	3.67	2,133.50	2,037.00
24" Concrete Pipe	111	" "	5.50	5.80	643.28	610.50
1½"-0" Rk. in Surf.	18,338	Cu. Yds.	2.05	1.92	35,150.92	37,592.90
3/4"-0" Rk. in Surf.	12,735	" "	2.15	1.94	24,657.63	27,380.25
Sprinkling	3731.8	M/Gals.	3.00	2.86	10,661.44	11,195.40
1½"-0" Rk. in S. P.	2483.7	Cu. Yds.	2.00	1.30	3,236.91	4,967.40
3/4"-0" Rk. in S. P.	2330.12	" "	2.00	1.30	3,036.23	4,660.24
P.A. #1 Const. Ditches With Dozer	30	Hours	12.00	10.04	301.18	360.00
S.P. Haul Adj. in Favor of Contractor	962.76	Yd. Mi.	0.12		115.53	115.53
					$81,735.22	$91,211.88

Gross Revenue $91,211.88
Total Cost 81,735.22
Net Profit $ 9,476.66

Net Profit Equals 10.3% of Gross Revenue

NOTED
State Highway Engineer

RECEIVED
MAR 28 1952
OFFICE OF
STATE HIGHWAY ENGINEER

Combs Flat Section

Detail of Cost

Labor:			
Labor and Supervision		$27,890.98	
Labor Insurance		2,391.66	$30,282.64
Materials:			
18" Conc. Pipe	582 Lin. Ft. at $2.40	$ 1,396.80	
24" Conc. Pipe	111 " " " 3.40	377.40	
Cement		7.10	1,781.30
Equipment Rentals & Misc. Expense:			
Equipment Rentals		$26,140.50	
Gas, Oil & Grease		7,534.05	
Explosives		5,572.92	
P.U.C. Fees		345.22	
P. L. & P. D. Insurance		378.68	
Small Tools & Misc. Supplies		510.15	
Bond		1,547.27	
Home Office & General Overhead		2,438.90	44,467.69
Cost of Drilling, Shooting by Gibson & Reed			
	35,886.82 Cu. Yds. at $0.145		$5,203.59
Total Cost			$81,735.22

Combs Flat Section

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	35,886.82	Cu. Yd.	$ 6,414.83	$0.178
Drill & Shoot	35,886.82	" "	12,202.67	0.34
Doze to Crusher	35,886.82	" "	4,344.22	0.121
Crush	35,886.82	" "	17,321.84	0.483
Cost In Bunker			$30,283.56	$1.122

Actual crushing time 393.5 hours for an average production 91.1 cubic yards per hour.

Combs Flat Section
Contract #3521

Remarks:

This was a "Federal Aid Secondary Project" calling for 14.2 miles of crushed rock surfacing, 14.2 miles of blade grader work and approximately 5,000 cubic yards of crushed rock in stockpiles. This contract was bid May 25, 1951, work started June 16, 1951, and completed October 10, 1951.

Gibson & Reed, subcontractors, did the drilling and shooting of the quarry for $0.145 per cubic yard. The prime contractor furnished the powder and caps. Drilling started June 16, 1951, and completed drilling and shooting July 13, 1951.

On July 13, 1951, the contractor moved in a 3 crusher plant and set up at quarry site located 0.7 miles southerly of Mile Point 7.05 on the Paulina Secondary Highway. The quarry being nice dice rock and having good crushing equipment, the contractor was able to maintain high production on crushed materials. All crushed materials were hauled to the road in 7-10 cubic yard trucks, and handled on the road with blade and roller. Due to the blade and roller breaking down, increased the street cost on 3/4"-0" in surfacing.

Having good crushing equipment with high production the contractor realized a fair profit from this contract.

E. H. Clymer
Cost Analyst

By . . . K. T. Wechter

RECEIVED
JAN 31 1952
FOR FILING

January 29, 1952

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3521 for work performed on the Combs Flat (Prineville-Eagle Rock) Section of the Paulina Secondary Highway in Crook County was completed by the contractor, J. N. Conley, on October 10 and was accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $2,632.62 will be released to the contractor on or after February 8, 1952. The total contract amount is $91,096.35, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

1-29-52, gK

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 18 days, from September 30 to October 18, 1951, within which to complete your contract No. 3521 for surfacing on the Combs Flat (Prineville-Eagle Rock) Section of the Paulina-Secondary Highway in Crook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

Alfred W. Bates,
Resident Engineer

H. O. Smith,
Construction Engineer

NOTED ON CARD
1-14-52

RECEIVED
1951
FOR FILING

S-109(1)

December 14, 1951

Request for extension of time
No. 18
December 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. H. Conley for an extension of time on Contract No. 3521, Combs Flat Section of the Paulina Secondary Highway, from September 30, 1951 to October 10, 1951.

For this project the contractor acquired and tried out a new crushing plant designed and built in Oregon. The plant operated very satisfactorily but, because of newness of design, numerous small delays occurred during the period of the contract.

There was no delay or inconvenience to the traveling public nor any additional cost involved because of the overrun. I recommend that the extension be granted without penalty and this recommendation is concurred in by Mr. C. G. Polk of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh lg

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
DEC 5 1951
FOR FILING

2

35-1

November 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3521, Combs Flat Section of the Pauling Secondary Highway, Ore. S-109 (1), from September 30th, 1951 to October 10th, 1951, to J. N. Conley, Contractor.

For this project, the contractor acquired and tried out a new crusher plant designed and built in Oregon. The crusher operated very satisfactorily but, because of the newness of design, numerous small delays occurred during the period of the contract.

There was no delay or inconvenience to the traveling public, nor any additional costs involved because of the overrun. For this reason, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
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MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-109(1)
Combs Flat (Prineville-Eagle
Rock) Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tor

PR 2 (Revised 1946)

F-53

State Oregon

Federal Aid Secondary Project No. S-109(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-two thousand and 00/100 dollars ($52,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 41+00 in the SW 1/4, Section 4, T. 15 S., R. 16 E., W.M., and survey station 790+75.7 in the SE 1/4, Section 11, T. 16 S., R. 17 E., W.M., without exception,**

, length **14.202** miles, in **Crook** County, being **Oregon Federal Aid / Secondary** project No. **S-109(1)**, consisting of **14.202** miles of roadway and **no** bridges, of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-3

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-two thousand and 00/100 dollars ($52,000.00), which does not exceed the authorized Federal pro rata share of eighty-seven thousand, eight hundred forty-six and 00/100 dollars ($87,846.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

H B Glaisyer

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. K. Mc Kay
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By F. E. Andrews
Acting *Division Engineer,*
Public Roads Administration.

Form E-1—10M—4-51

5-109(1)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 6, 1951

Section Combs Flat (Prineville-Eagle Rock)

Kind of work Surfacing

Highway Paulina Secondary

Section prefix 107-1012

Contractor J. N. Conley

Contract number 3521

Date of contract May 25, 1951

Date of completion September 30, 1951

Date work started June 16, 1951

Estimated date of completion October 13, 1951

Amount of contract . . . . $ 89,860.00

Per cent of time elapsed 104.7 %

Estimated cost of completed project, exclusive of engineering . . . . $ 94,000.00

Per cent of contract completed, based on total contract price . . . . 99.3 %

Engineering cost to date $ 6,962.00, 96.7 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed hauling 3/4-0 rock on the road Tuesday evening but his roller broke down before he got it set up and he never got it fixed until Thursday so he had four miles of road go to pot and had to start re-laying it. He now has three miles of it re-done and should do the rest of it Sunday October 7th. It will then take several days of maintaining before it sets up.

NOTED
H. G. SMITH

RECEIVED
OCT 9 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Alfred M. Bates

Address Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	14.2				
Miles partially completed	14.2				
Miles completed					
Total estimated quantities	36,138				
Estimated quantities moved or placed to date	35,338				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	12				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants 1............

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rainy	5	Crusher broke down, Dozer feeding crusher broke down
Monday	Showers	6	" " " " " " " ", Roller down
Tuesday	Cloudy	12	Roller Still broke down
Wednesday	Partly Cloudy		Roller ~~[illegible]~~ still broke down
Thursday	" "		Roller running
Friday	" "		
Saturday	Clear		

STATE PRINTING DEPT. 48416

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September 15, 1951

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. N. Conley on contract No. 3521, for surfacing on the Combs Flat (Prineville-Eagle Rock) Section of the Paulina Secondary Highway in Crook County.

This payment, in the amount of $5,568.26, will be released to the contractor on or after November 25, 1951. The retained percentage is $2,735.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

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35[illegible]1

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Combs Flat (Prineville-Eagle Rock) Section, Project No. S-109 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

April 27, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of program change for the Coombs Flat (Prineville-Eagle Rock) Section, Project No. S-109 (1).

One set of full size plans and one copy of special provisions are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-109 (1)

COMBS FLAT (PRINEVILLE-EAGLE ROCK) SECTION
OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 27, 1951

Type Code 2010
Roadway (Sta. 41+00 to 790+75.7)

200	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 800.00
200	hours	Blade Grader	8.50	1,700.00
520	lin. ft.	18" Concrete Pipe	4.00	2,080.00
120	lin. ft.	24" Concrete Pipe	5.50	660.00
19,900	cu. yds.	1½" - 0 Rock in Surfacing	2.00	39,800.00
14,700	cu. yds.	3/4" - 0 Rock in Surfacing	2.00	29,400.00
860	M-gal.	Sprinkling	2.50	2,150.00
			Subtotal	$76,590.00
			10% Engr. & Cont.	7,659.00
			Total	$84,249.00

Length of Roadway	14.202 miles
Cost per mile	$5,932.19

Federal Secondary Funds- -	$52,000.00
State Funds- -	34,249.00
	$84,249.00

COMBS FLAT (PRINEVILLE-EAGLE ROCK) SECTION

PROJECT NO. S-109 (1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 27, 1951

COMBS FLAT (PRINEVILLE-EAGLE ROCK) SECTION

PROJECT NO. 109 (1)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 8, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

F. A. Folk
Acting (District Engineer)

April 30, 1951 (Date)

FROM: R. H. Baldock (State Highway Engineer)

The following major program change of the individual project is requested:

Oregon (State)

U. S. Federal Aid Secondary Highway Program (Previous program)

(Date of approval)

COUNTY Crook

Sixth Supplemental

Route No. FAS-402

	ITEM No.	PROJECT No.	TERMINI	Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
	136	S-109 (1)	FA Rt. 5 near Prineville to Jct. with FAS Rt. 403	Survey-Plans					2-lane low type surfacing
				Right-of-Way					
				Construction	125,000	77,000	48,000		
ITEM AS NOW PROGRAMED				TOTAL	125,000	77,000	48,000	16.45	
	136	S-109 (1)	0.8 mi. East FA Rt. 5 to approx. 1.5 mi. West Jct. with FAS 403	Survey-Plans					
				Right-of-Way					
				Construction	85,000	52,000	33,000		
REQUESTED REVISION				TOTAL	85,000	52,000	33,000	14.2	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date April 30, 1951

By Asst. (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change: West end of project was inadvertently programmed to include 0.8 mile section of oiled road. The alignment on the 1.5 section at East end of project is poor and should be corrected prior to surfacing. Accordingly, this section has been deleted from present surfacing project.

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

30 April, 1951
(Date)

The following major program change of the individual project is requested:

Oregon (State) P. W. Federal Aid Secondary Highway Program (Previous program) (Date of approval)

COUNTY Crook Eighth Supplemental Route No. FAS 402

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
ITEM AS NOW PROGRAMED	136	S-109 (1)	FA Rt. 5 near Prineville to Jct. with FAS Rt. 403	Survey-Plans					2-lane low type surfacing
				Right-of-Way					
				Construction	125,000	77,000	48,000		
				TOTAL	125,000	77,000	48,000	16.45	
REQUESTED REVISION	136	S-109 (1)	0.8 mi. East FA Rt. 5 to approx. 1.5 mi. West Jct. with FAS 403	Survey-Plans					2-lane low type surfacing
				Right-of-Way					
				Construction	85,000	52,000	33,000		
				TOTAL	85,000	52,000	33,000	14.2	

Program Balance of changes is $ ______ funds subsequent to approval of this and previously recommended Program Revision Request

Date April 30, 1951

By Asst (State Highway Engineer)

Reason for change: West end of project was in advertently programed to include 0.8 mile section of oiled road. The alignment on the 1.5 section at East end of project is poor and should be corrected ~~converted~~ prior to surfacing. Accordingly, this section has been deleted from present surfacing project.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 18, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous notification by telephone that individual project change requested April 30, 1951 revising the length and cost of Item 136, Project S-109(1), Postwar Federal Aid Secondary Highway Program, has been approved effective May 7, 1951.

The item will now appear on the program as follows:

Item	136
County	Crook
Project No.	S-109(1)
FAS Route	402
State Route	SH 380
Termini	0.8 mile East FARt. 5 to approx. 1.5 mi. West Jct. with FAS 403
Estimated Project Cost	
Total	$85,000
Federal	$52,000
State	$33,000
Length	14.2 mile

Very truly yours,

C. C. POLK
Acting District Engineer

By R E McMullen

R. E. McMullen
Program and Planning Engineer

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352[illegible]

June 22, 1951

J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3521 which was awarded to you on May 25, 1951 by the State Highway Commission covering surfacing on the Combs Flat (Prineville-Eagle Rock) Section of the Paulina Secondary Highway in Crook County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~NOTE ON CARD~~
6-22-51 er

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S-109 (1)

3521

June 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 16, 1951 on Contract No. 3521, Combs Flat (Prineville-Eagle Rock) Section, in connection with Federal Aid Project No. S-109 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DP:cw

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JUN 8 - 1951
FOR FILING

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3521

June 5, 1951

Mr. Wm. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

The corrected prefix for the Combs Flat Section of the Paulina Secondary Highway, Contract No. 3521, is 107-1012. Please notify those concerned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

LEP:cw

cc: General Files
Resident Engineer

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3521

May 31, 1951

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3521 for surfacing the Combs Flat (Prineville-Eagle Rock) Section of tje Paulina Secondary Highway southeast of Prineville, in Crook County. This award was based on your low bid of $89,860.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

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JUN 1 - 1951
FOR FILING

OREGON DISTRICT

S-109(1)

1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-109(1), Coombs Flat (Prineville-Eagle Rock) Section of the Paulina Highway, to J. N. Conley of Portland, who submitted the low bid.

Very truly yours,

CG Polk
C. G. POLK
Acting District Engineer

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MAY 14 1951
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

3521

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project No. S-109(1), Coombs Flat (Prineville-Eagle Rock) Section of the Paulina Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

COMMISSIONER
POWELL BUTTE

ASA W. BATTLES
JUDGE
PRINEVILLE

W McCORMACK
MISSIONER
PRINEVILLE

CROOK COUNTY COURT
PRINEVILLE, OREGON

RECEIVED
1951
FOR FILING

May 8, 1951

NOTED
W. C. WILLIAMS

R. H. Baldock, State Highway Engineer,
Oregon State Office Building,
Salem, Oregon.

Thanks a lot, Mr. Baldock, for your recent letter in connection with the Combs Flat section of the Paulina State Secondary which is Federal Aid Secondary No. 402. We are very happy to concur with you in this project and are enclosing evidence to this effect.

We deeply appreciate the efforts you fellows are making in connection with this road and trust that everything will be taken care of within a reasonable time.

Kindest personal regards.

Asa W Battles
Asa W. Battles
County Judge

B/n

[illegible] Trask
5-11-51 [illegible]

RM E 123X 29M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 4, 1951

Honorable Asa W. Battles
County Judge, Crook County
P. O. Box 448
Prineville, Oregon

Dear Judge:

The Highway Commission at its May 24-25 meeting is planning to call for bids on the Combs Flat section of the Paulina State Secondary which is Federal Aid Secondary No. 402.

This will be Federal Aid Secondary Project No. S-109(1). The proposed improvement extends from the end of the existing oil, approximately .80 of a mile south of Prineville, 14.2 miles southerly to a point 1.45 miles north of the junction to a County Road leading to the Crooked River Highway or about 10 miles west of the Postoffice. The project contemplates the reshaping of ditches with a blade grader and the placing of crushed rock surfacing from 2" to 4" thick on an existing 6" to 12" of surfacing. This surfacing will have a 21' top width.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and on County Roads. It will be appreciated if the County Court will indicate its approval on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary to obtain release from the Bureau of Public Roads, it is hoped that this matter will be given your earliest consideration. In order that the project will not be delayed, it is requested that your concurrence be mailed to arrive in Salem not later than May 10.

Very truly yours,
R. H. Baldock
State Highway Engineer

John W. Cattrall
By: John W. Cattrall
Engineer, County and City Relations

May 8, 1951

We hereby concur in
the above project.

CROOK COUNTY COURT,
By Asa W. Battles
County Judge.

RECEIVED
[illegible] 1951
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April 9, 1951

Honorable Asa W. Battles, County Judge
Crook County Court House
Prineville, Oregon

Dear Judge Battles:

I have just received your letter of April 7 requesting a hearing before the State Highway Commission at its meeting this week for County Commissioner Minson.

As stated in your letter, the meeting will be held in Portland on Friday, April 13. The meeting place is in the Green Room of the Imperial Hotel. I am reserving fifteen minutes of time for Mr. Minson's convenience starting at 3:15 p.m., which is the earliest unassigned time available.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

cc - Mr. J. C. Minson
County Commissioner

April 9, 1951

Members of the State Highway Commission

Gentlemen:

At the request of Asa W. Battles, County Judge of Crook County, I am reserving fifteen minutes of time at the Commission meeting on Friday, April 13, for County Commissioner J. G. Minson of that County.

Judge Battles advises that Mr. Minson wishes to talk to the Commission about the Combs Flat Road.

Respectfully yours,

Secretary

HBG/fm

cc - R. H. Baldock
W. C. Williams

INSON
MMISSIONER
ELL BUTTE

ASA W. BATTLES
JUDGE
PRINEVILLE

W McCORMACK
ISSIONER
PRINEVILLE

CROOK COUNTY COURT
PRINEVILLE, OREGON

AGENDA
APR 13 1951

April 7, 1951

Mr. H. B. Glaisyer,
SECRETARY, State Highway Commission,
Salem, Oregon.

We should like, Herb, for you to arrange it so that Commissioner Minson may have a brief hearing with the State Highway Commission on April 13, 1951.

Don't know just what Jesse has in mind, tho it is in connection with the 17 mile strip of Secondary Highway northeast of Prineville, commonly known as the "Combs Flat" Road.

Kindest regards.

Asa W. Battles
Asa W. Battles,
County Judge.

3:15 PM
April 13, 51

ANSWERED
H B. GLAISYER

D

BF-187(16) Burns-Buchanan Sec., 1951
Central Oregon Hwy.
#3522

RECEIVED
SEP 8 1953
FOR FILING

September 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 18, relative to signal protection at the railroad grade crossing at Station 22+16.5 on the Burns-Buchanan Section of the Central Oregon Highway, Project BF-187 (16).

We can now advise that reflectorized cross-buck signs and advance warning signs required at this crossing are in place.

With this feature taken care of, we hope that payment on the final voucher (bond maturity voucher) for the Burns-Buchanan Project will be expedited, as we find ourselves in immediate need of the $244,128 involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 18, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The initially submitted final voucher for Project BF-187 (16), Burns-Buchanan Section of the Central Oregon Highway, is being held in our Division Office pending receipt of advice that the railroad grade crossing at station 22+16.5 has been protected in accordance with GAM No. 63.

Since this point was overlooked in our final inspection and since the project is not at present on our monthly itinerary, will you kindly advise whether the protective devices have been installed and, if so, the type and number of signs placed.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

OREGON & NORTHWESTERN RAILROAD CO.
HINES, OREGON

August 31, 1953

Contract 3522
Prefix 13-1026

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams, Asst. State Highway Engineer

Gentlemen:

This will acknowledge your letter of August 24 which was incorrectly addressed to the Edward Hines Lumber Co.

As the lumber company is not involved with the Oregon & Northwestern Railroad right-of-way, I am acknowledging your letter on behalf of the Oregon & Northwestern Railroad Co.

You have our consent to make the installation of two reflectorized cross-buck signs at the grade crossing of the Oregon & Northwestern Railroad tracks and the Central Oregon Highway in Harney County.

We understand that the maintenance of these signs is the responsibility of the Oregon & Northwestern Railroad Co.

Yours very truly,

OREGON & NORTHWESTERN RAILROAD CO.

By A. R. Dewey
Vice President and General Manager

A.R.Dewey/ms

NOTED
W. C. WILLIAMS

J.A.H.

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13F-19[illegible]

Salem, Oregon
August 25, 1953

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with the requirements of the Public Roads Administration, it will be necessary to install reflectorized cross-buck signs at the grade crossing of the Oregon-Northwestern Railroad with the Central Oregon Highway.

The crossing is located about 2 miles northeast from Burns at Station 22+16 on the Burns-Buchanan Section, Contract No. 3522.

Our records show that the advance warning signs have previously been installed. If such is true, it will only be necessary to install two reflectorized cross-bucks. The expense should be charged to Prefix 13-1026-276.

We are anxious to get this crossing properly signalized so would you please make the installation as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

cc: A. F. Parson

3522

Form PR 2 (Revised 1946)

State Oregon

Project No. BF-187(16)

Federal Aid Bond Issue

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of April, 1951, a program, which was approved on the 9th day of May, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred fifty-six thousand and 00/100 dollars ($256,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.:**

(Include date and citation of act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 3+54.0 in the NE 1/4, Section 5, T. 23 S., R. 31 E., W.M., and survey station 1147+37.2 in the NE 1/4, Section 23, T. 22 S., R. 33 E., W.M., except stations 6+86 to 7+43 and 63+56.6 to 63+98.6,** length **21.680** miles, in **Harney** County, being **Oregon Federal Aid / Bond Issue** project No. **BF-187(16)**, consisting of **21.680** miles of roadway and **no** bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred fifty-six thousand and 00/100 dollars ($256,000.00), which does not exceed the authorized Federal pro rata share of four hundred twenty-six thousand, thirty and 00/100 dollars ($426,030.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. K. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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Oregon State Highway Department

Federal-aid Project
No. F-187 (16)

BURNS-BUCHANAN SECTION OF THE
CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1952

Type Code 6201
Roadway (Sta. 3+54.0 to 1147+37.2)

15,000	cu. yds.	3/4" - 0 Material in Shoulders	$ 2.50	$ 37,500.00
300	M-gals.	Sprinkling	2.50	750.00
53,000	tons	Class "B" Asphaltic Concrete	6.25	331,250.00
230	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	11,500.00
1,400	cu. yds.	Aggregate in Seal Coat	4.50	6,300.00
		Subtotal		$387,300.00
		10% Engr. & Cont.		38,730.00
		Total		$426,030.00

Length of Roadway	21.680 miles
Length of Two Bridges (Exception	0.019 mile
Total Length	21.699 miles
Cost per Mile, Roadway	$19,650.83

Federal Funds...$256,000.00
State Funds...170,030.00

$426,030.00

State Funds for Constr.: Chap. 175, laws 1917; chap. 31, laws 1920: Chap. 529, laws 1939: chap. 491, laws 1951.

State Funds for Maint. : Chap. 529, laws 1939.

Oregon State Highway Department

Federal-aid Project
No.βF-187 (16)

BURNS-BUCHANAN SECTION OF THE
CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 7, 1951

Type Code 6201

Roadway (Sta. 3+54.0 to 1147+37.2)

	15,000	cu. yds.	3/4" - 0 Material in Shoulders	$ 2.50	$ 37,500.00
7.5	300	M-gals.	Sprinkling	3.00	900.00
52,496.475	53,000	tons	Class "B" Asphaltic Concrete	6.00	318,000.00
200.61	230	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	12,650.00
1115	1,400	cu. yds.	Aggregate in Seal Coat	4.50	6,300.00
			Subtotal		$375,350.00
			10% Engr. & Cont.		37,535.00
			Total		$412,885.00

Length of Roadway	21.680 miles
Length of Two Bridges (Exceptions)	.019 mile
Total Length	21.699 miles
Cost per mile, Roadway	$19,044.51

BURNS-BUCHANAN SECTION

PROJECT NO. F-187 (16)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 7, 1951

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ne 24, 1952

FINAL COST ANALYSIS

Contract #3522

Prefix 13-1026

Burns - Buchanan Section

Central Oregon Highway
Warren Northwest, Inc., Contractor

BF-187 (16)
John T. Burch, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	7.5	M/Gals.	$ 2.50	$ 2.50	$ 18.75	$ 18.75
Class "B" Asph. Conc.	52,496.475	Tons	6.25	5.19	272,598.32	328,102.97
RS-1 Emuls. Asph. in Seal Coat	200.61	"	50.00	45.83	9,193.83	10,030.50
Aggr. in Seal Coat	1,115	Cu. Yds.	4.50	3.15	3,509.36	5,017.50
3/4"-1/2 Cr. Material in Stockpile	2,308.1	" "	2.25	1.80	4,149.49	5,193.23
1/2"-1/4 Cr. Material in Stockpile	2,303.3	" "	2.25	1.80	4,140.87	5,182.43
1/4-10 Cr. Material in Stockpile	1,300	" "	2.25	1.80	2,337.15	2,925.00
P.A. #1, Clearing & L. Stock P. Site	All		200.00		155.78	200.00
P.A. #2, 3/4-0 Screen Rej. for Shlder. Material	23,265	Cu. Yds.	1.50	1.44	33,553.41	34,897.50
S.P. Pur. of ¼-10 Screen Rejects in S. P.	398.3	" "	0.25	0.25	99.58	99.58
S.P. Haul Adjustment, Favor of State	4227.6	Yd. Mi.	0.10	0.10	422.76	422.76
					$330,179.30	$391,244.70

Gross Revenue	$391,244.70
Total Cost	330,179.30
Net Profit	61,065.40

Net Profit Equals 15.6% of Gross Revenue

Burns-Buchanan Section
Contract #3522

Warren Northwest, Inc.
Detail of Cost

Labor:			
Labor & Supervision		$ 52,761.02	
Labor Insurance		3,209.18	
			$ 55,970.20
Materials:			
Asphalt 85-100	3,208.19 Tons at 33.615 (Inc.	107,843.59	
RS-1 Emuls. Asph.	200.61 " " 36.545 frt.)	7,331.30	
			115,174.89
Equipment Rentals, Misc. Expense:			
Equipment Rentals (Owned)		53,141.20	
Hired Trucks (Inc. Operators)		52,583.96	
Gas, Oil & Grease		8,503.20	
Fuel Oil		17,940.21	
Small Tools & Misc. Supplies		1,034.65	
Freight & Cartage		4,316.85	
Muck Sand		725.00	
P.L. & P.D. Insurance		6,321.57	
Bond		1,877.30	
Home Office & General Overhead		12,590.27	
			159,034.21
Total Cost			$330,179.30

Burns-Buchanan Section
Contract #3522

Breakdown Cost of Crushing

	Cost	Quantity	Unit	Unit Cost
Stripping of Pit	$ 4,200.11	73,710	Cu. Yds.	$0.056
Move In & Set Up	4,908.23	73,710	" "	0.067
Load & Haul to Crusher	21,189.40	73,710	" "	0.287
Crushing	30,232.05	50,445	" "	0.599
	$60,529.79			$1.009

NOTE: 23,265 cubic yards of the 73,710 cubic yards that was loaded and hauled to the crusher was screened 3/4"-0 rejects. Later the 3/4"-0" rejects were used as shoulder material under P.A. #2.

Burns-Buchanan Section
Contract #3522

Breakdown Cost of Class "B" Asphalt Concrete

	Cost	Tons	Unit Cost
Move In & Set Up	$ 6,223.91	52,496.475	$0.118
Feed Aggregate Into Dryer	5,408.59	"	0.103
Heat & Mix	55,452.35	"	1.07
Haul to Street	29,212.48	"	0.556
Street Work	18,789.46	"	0.357
Flagging	5,673.29	"	0.108
Cost of Aggregate & Muck Sand	43,994.65	"	0.821
Cost of Asphalt, Inc. Freight	107,843.59	"	2.054
	$272,598.32	52,496.475	$5.187

A 3,000 lb. per batch paving plant operated 569.5 hours to produce 52,496.475 tons, an average of 92.2 tons per hour.

Burns-Buchanan Section
Contract #3522

Remarks:

This was a "Federal Aid Project" calling for resurfacing of 21.7 miles of highway road-bed, requiring approximately 53,000 tons of asphaltic concrete pavement, construction of 21.7 miles of gravel shoulders and furnishing approximately 6,500 cubic yards of crushed materials in stockpile. This contract was bid and awarded May 25, 1951, work was started June 19, 1951, and the contract was completed October 31, 1951.

On July 21, 1951, the contractor moved in a 3 crusher plant to gravel deposit located 1 mile north of Station 435 or (M. P. 142.47 on the Central Oregon Highway). The crushing plant started crushing on July 26, 1951, and completed all crushed materials October 10, 1951. A D-8 cat and 15 cubic yard scraper was used in stripping the gravel deposit. The gravel material was loaded with 3/4 cubic yard shovel into 4-6 cubic yard rented trucks and hauled to the crusher. The crushing plant operated 2-10 hour shifts per day and 6 days a week. Water was encountered about 10 feet below the surface. This required the contractor to install a 4" pump to keep the water below the operation of the shovel. This pit ran heavy to fines even for plant mix and between 35 and 40% was rejected on 3/4" screen. All crushed plant mix material was run out on conveyors to mixing plant. The crushing plant operated 846 hours for an average production of 59.6 cubic yards per hour.

On July 27, 1951, the contractor's 3,000 pound mixing plant started operating and completed all paving October 10, 1951. The paving plant was set up adjacent to the crushing plant. The AC paving plant was fed with D-7 cat and dozer.

Having good production on asphaltic concrete, and being able to sell their 3/4"-0" rejects for shoulder material, this project shows a nice profit.

D. H. Clymer
Cost Analyst

By . . . K. T. Wechter

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OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3522	5-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2300	R-33938	$ 11,789.34	2/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: None

Completion Date: Oct. 29, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 18 1952

[illegible] CARD
9-21-52

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February 5, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State highway contract No. 3522 for resurfacing on the Burns-Buchanan Section of the Central Oregon Highway in Harney County was completed by the contractor, Warren Northwest,Inc., on October 29 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $11,789.34 will be released to the contractor on or after February 15, 1952. The total contract amount is $391,244.70, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

2-5-52, gl

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[illegible]

November 21, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3522, for resurfacing on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

This payment, in the amount of $77,774.74, will be released to the contractor on or after December 1, 1951. The retained percentage is $11,735.73.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

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Form E-1—5M—3-50

B7-1[illegible](16)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 17, 1951

Section Burns - Buchanan

Kind of work Pavement resurfacing

Highway Central Oregon

Section prefix 13-1026

Contractor Warren Northwest, Inc.

Contract number 3522

Date of contract May 25, 1951

Date of completion October 31, 1951

Date work started June 19, 1951

Estimated date of completion Completed 19

Amount of contract $401,925.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $391,576.61

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $15,000.00, 3.73 %

Date project was completed October 29, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has cleaned up site and has moved out his equipment.

NOTED
H. G. SMITH

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NOV 19 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed John T B[illegible]

Address Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING Shoulders	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM Seal	PAVING
Miles in project		21.7	21.7		
Miles partially completed					
Miles completed					
Total estimated quantities		15,000 cy.	6,500 cy.	230 tons 1,400 cy.	53,000 ton
Estimated quantities moved or placed to date		23,265 cy.	6,267.5 cy.	200.61 tons 1,115 cy.	52,496.475
Average daily quantities		Completed	Completed	Completed	Completed
Average daily quantities necessary to complete project on time		"	"	"	"
Number shifts per day					1
Hours per shift					8
Average force on project for week					10

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					Supervisory		2
Men and teams					Skilled		3
Men and trucks under 3 tons					Intermediate		3
Men and trucks over 3 tons					Labor		2
Men and tractors					Total		10

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow	None	
Monday	Snow	"	
Tuesday	Cloudy	"	
Wednesday	"	"	
Thursday	Clear	"	
Friday	"	"	
Saturday	"	"	

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October 31, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 29, 1951 on Contract No. 3522, Burns-Buchanan Section, in connection with Federal Aid Project No. BF-187 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with Price Agreement No. 2 covering the substitution of 3/4"-0 screen rejections in shoulders for 3/4"-0 crushed material in shoulders on Project BF-187(16), Burns-Buchanan Section of the Central Oregon Highway, we will require a test report on the rejects proposed for use.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Smith

Cont. # 3522 Burns-Buchanan
13-1026

Tests: # 272647
272648
272649

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September 10, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 15, advising of your nonconcurrence, pending further information, in award action for Project BF-187 (16), Burns-Buchanan Section of the Central Oregon Highway.

Cited as reason for nonconcurrence was the question of adequacy of the surfacing unless the grade line of the highway be raised 12" to 18" with granular materials.

We do not concur in the contention that the 3½" of asphaltic concrete surfacing to be placed is not adequate. We have studied this section of highway for many years, and, while the maintenance of the surface has been expensive, said high cost of maintenance has been due largely to the inferior type of road mix surface treatment that was applied on this section some 14 years ago. For instance, on some of the sections that broke very badly during the spring of 1950 we applied from one to two inches of asphaltic concrete by state paving crew, and on these sections so repaired there was no breakage at all in the spring of 1951, and these sections so repaired were on locations where the water table in the spring of the year stood as near to the surface of the roadway as at any other point.

To raise the present grade with granular materials from 12" to 18" would result in excessive cost and in many instances would require the widening of the roadbed.

We will make a very exhaustive study of this section during the winter and spring months to improve the drainage situation as much as we can lawfully do so. There are certain irrigation rights involved on this section that cannot be abrogated, and certain dikes must be maintained in the borrow pits to fulfill these irrigation rights.

We are furthermore fully convinced that it is a practical impossibility to drain this section, regardless of the irrigation rows and other conditions that are manifest, because the ground is so flat, being the bottom of an old lake bed.

We are conclusive in our opinion that the 3½" of asphaltic concrete will provide a roadbed sufficiently stable for the carrying of present and future traffic at nominal maintenance costs, and request your reconsideration and early concurrence in award action.

You may rest assured that this department will adequately maintain the section, and, if it is necessary to reinforce any section with additional asphaltic concrete, the State will do so without asking the Federal Government to participate in the cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me er

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 24, 1951

REFERRED TO

By State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our letter of August 15, 1951 called attention to what we believe is an inadequate design for Project BF-187(16) Burns-Buchanan Section of the Central Oregon Highway and suggested you submit further justification for the work as planned.

In Portland on August 20, Mr. Baldock suggested the matter be held in abeyance until next spring during high water when a full inspection could be made. This was agreed to at that time. However, in discussing your proposal with the Division Office it was brought out that concurrence in award, if it is to be made, should be made before the project is completed. This primarily for the reason that we must inspect and submit monthly reports covering Federal-aid construction projects. To submit these reports on a project for which concurrence in award has not beenmade would only lead to a Washington request to take concurrence or non-concurrence action immediately. Not to submit the monthly reports but later to concur in award after the project was completed would lead to severe criticism of this office.

Accordingly, we wish to withdraw our agreement to defer the decision until next year. It is again suggested that you submit a letter as soon as possible answering the criticisms mentioned in our previous letter and to otherwise furnish justification for the design as planned.

Very truly yours,

NOTED
W. C. WILLIAMS

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
4
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

REFERRED TO
[illegible]

August 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The matter of concurrence in award action for Project BF-187(16), Burns-Buchanan Section of the Central Oregon Highway has been given considerable thought and study. If you will recall, this project as well as Project BF-148(14), Hampton-Gap Ranch Section of the same highway was advertised for bid opening on May 25, 1951 without our approval. Similarly award of contract was made without our concurrence. Our negative action was based upon regulations which provide that a project must be approved as to program prior to advertising. It later developed that program approval had been made prior to advertising and accordingly both projects were reinstated for federal aid action. Upon being so advised this office formally concurred in award of BF-148(14).

With respect to Project BF-187(16) a study was made of past maintenance reports and as these records indicated a bad history of surface failures, field inspections were also made. It appears that this project extending across flat valley land is only a few feet above the ground water table and that for several months each year this water raises to 1' - 2' below highway grade in the paralleling side borrow ditches. No effort has been made to drain these ditches and, in fact, stop dams have been constructed at frequent intervals to hold in the water apparently with the intent of creating flood irrigation of adjoining hay fields. There can be no question that water standing within 1' or 2' of grade for protracted periods will have a destructive effect on the road pavement. This condition is aggravated by reason of inferior subgrade soils and the existing relatively light depth of base surfacing believed to be now badly fouled with clay.

It is our opinion that the proposed 3-1/2" asphaltic concrete pavement will deteriorate badly within four or five years unless adequate drainage of the side borrow ditches is accomplished or unless the roadbed grade is elevated 12" - 18" with granular materials. With this conclusion in mind and because of a long standing Bureau of Public Roads principle to withhold federal aid from underdesigned projects, particularly those involving fundamentals such as drainage and base course, this office is reluctant to concur in award of contract. In the event you wish the matter settled at higher levels we will forward to the Division Engineer any correspondence or reports you may provide in justification of the project design.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

B7-137 (14)

[illegible]

June 22, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3522 which was awarded to you on May 25, 1951 by the State Highway Commission covering pavement resurfacing on the Burns-Buchanan Section of the Central Oregon Highway in Harney County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~NOTED ON CARD~~
6-22-51-er

RECEIVED
FOR FILING

B7-137 ([illegible])

3522

May 31, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3522 for paving the Burns-Buchanan Section of the Central Oregon Highway east of Burns in Harney County. This award was based on your low bod of $401,925.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

RECEIVED
[illegible] 1 - 1951
FOR FILING

OREGON DISTRICT

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project BF-187(16) Burns-Buchanan Section of the Central Oregon Highway, to Warren Northwest, Inc. of Portland, who submitted the low bid.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

[illegible] N

RECEIVED
OCT 1 - 1951
FOR FILING

OREGON DISTRICT

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-187(16) Burns-Buchanan Section of the Central Oregon Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

G. Polk
C. G. POLK
Acting District Engineer

15-4216 Division No. 3, Dist. C., Re-oiling Project on six state Highways, Grants Pass, Medford, Ashland, Selma, Trail & Prospect. 1951

#3523

3523

15.42.6

April 2, 1952

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Contract #3523

Prefix 15-4216-201 (42)

Division #3, District C - Reoiling Section
Pacific, Green Springs, Crater Lake, Williams, Medford-Provolt, Rogue River Loop and Redwood Highways

J. C. Compton, Contractor

W. B. Merrill, Resident Engineer

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	39.49	Mile	$27.53	$100.00	$ 1,087.33	$ 3,949.00
Placing Aggregates	7,025	Cu. Yd.	0.92	1.10	6,479.83	7,727.50
Hauling "	23,347	Yd. Mi.	0.25	0.20	5,828.03	4,669.40
Furn. & Pl. 200-300 Asph.	614.47	Ton	39.67	43.00	24,375.35	26,422.21
					$37,770.54	$42,768.11

Gross Revenue	$42,768.11
Total Cost	37,770.54
Net Profit	$ 4,997.57

Net Profit Equals 11.7% of Gross Profit

Division #3, District C -
Re-oiling Section

Detail of Cost

Labor:			
Supervision		$ 1,514.05	
Labor		9,110.90	
Labor Insurance		642.64	
			$11,249.59
Materials:			
200-300 Asphalt	614.47 Ton at $17.00	$10,445.99	
Freight on Asphalt	614.47 " " 9.98	6,129.98	
			$16,575.97
Equipment Rental & Misc. Expense:			
Equipment Rental		$ 6,075.25	
Rented Equipment		20.00	
Gas, Oil, & Grease		2,551.81	
Freight & Cartage		87.90	
P.U.C. Fees		216.53	
Small Tools & Misc.		122.82	
Home Office & General Overhead		624.40	
Bond		228.27	
			9,926.98
Total Cost			$37,770.54

Breakdown of Placing Aggregate Costs

Item	Amount	Unit	Total Cost	Cost Per C.Y.
Load Aggregates	7,025	Cu. Yd.	$ 1,291.44	$ 0.18
Place "	7,025	" "	4,610.27	0.66
Traffic	7,025	" "	578.12	0.08
				$ 0.92

Breakdown of Oiling Costs

Item	Amount	Unit	Total Cost	Cost Per Ton
Furnish Asphalt	614.47	Ton	$17,404.77	$28.32
Heat "	614.47	"	1,567.40	2.55
Haul "	614.47	"	3,508.57	5.71
Place "	614.47	"	1,315.87	2.14
Traffic	614.47	"	578.12	0.95
				$39.67

Division #3, District C -
Re-oiling Section

Remarks:

This was a "State Project" calling for the re-oiling of various sections of the Pacific, Green Springs, Crater Lake, Williams, Medford-Provolt, Rogue River Loop and Redwood Highways, with 0-30, 0-9 (Modified) and 0-31 oil mat wearing surfaces.

Equipment used consisted of one 3/4 cubic yard shovel, two No. 12 and one No. 11 Caterpillar blades, two-10 ton rollers, eight-5 cubic yard trucks, four oil transports, one distributor, one retort, one boiler, two pickups, one grease wagon, two flat-bed trucks, and one pilot car.

Elapsed working time was 149 hours for an average of 47 cubic yards of aggregate and 4.1 tons of asphalt placed per hour and actual working time was 142 hours for an average of 49.5 cubic yards of aggregate and 4.3 tons of asphalt per hour.

This project was an average re-oiling project except for the fact that the work was distributed over seven different highways and entailed considerable moving of equipment. The work was well handled with fair bid prices and a good profit was realized by the contractor.

E. H. Clymer
Cost Analyst

By . . . C. E. Paulsen

RECEIVED
FOR FILING

15-4-16

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 26, 1952

(CONTRACT NO.) 3523	(EST. NO.)	(CONTRACTOR)	
3523	4-final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4556	R-36853	$ 1,279.84	3/26/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions:

Completion Date: July 19, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-27-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 27 195

3-27-52

RECEIVED
FEB 26 1952
FOR FILING

15-[illegible]

February 27, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State highway contract No. 3523 for recoiling on Division No. 3, District C Project on seven state highways in Jackson and Josephine Counties was completed on July 19, 1951 by the contractor, J. C. Compton Co., and was formally accepted by the Highway Commission on August 3, 1951.

Final payment in the amount of $1,279.84 will be released to the contractor on or after March 8, 1952. The total contract amount is $42,768.11, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

2-27-52

RECEIVED
FEB 7 1952
FOR FILING

15-4216

February 6, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. C. Compton Co. in connection with contract No. 3523, for recoiling on Division No. 3, District 8, on seven highways in Jackson and Josephine Counties.

This payment, in the amount of $824.68, will be released to the contractor on or after February 16, 1952. The retained percentage is $1,283.14.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
2-6-52, gl

RECEIVED

FOR FILING

15-4216

3523

August 23, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co. a portion of the funds that heretofore have been retained by the Commission in connection with contract No. 3523, for reoiling on Division No. 3, District C of the Pacific, Green Springs, Crater Lake, Williams Medford-Provolt, Rogue River Loop and Redwood Highways in Jackson and Josephine Counties. This payment, which is in the amount of $24,289.89, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,257.64. The present payment will be released on or after September 2, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

15 - 4216
3523

Form 2-1—5M—1-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1951

Section Division 3 Section "C"

Kind of work Reoiling

Highway 7 State Highways

Section prefix 15 - 4216

Contractor J. C. Compton Co.

Contract number 3523

Date of Contract May 25, 1951

Date of completion Aug. 31, 1951

Date work started July 2, 1951

Estimated date of completion July 19, 1951

Amount of contract $45,654.50

Per cent of time elapsed 60.2 %

Estimated cost of completed project, exclusive of engineering $61,800.00

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date $1475, 2.5 %

Date project was completed July 19, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday - Completed oiling on the Green Springs Highway N. P. 9.70 to M. P. 13.6

Tuesday - Moved to Shady Cove and oiled highway shoulders M. P. 21.29 to M.P. 21.56.
Constructed an O-9 type oil mat on business property, west of highway.

Wednesday - Put on O-31 type seal course on Cascade Gorge-Prospect Section of the
Crater Lake Highway M. P. 42.5 to M.P. 47.1

Thursday - Completed seal course M. P. 39.6 to 42.5 on Crater Lake Highway in A.M.
In P. M. completed oiling for business property in Shady Cove. Two
properties were oiled east side of highway and at the Post Office on
west side of Highway and south of Rogue River Bridge.

NOTED
H. W. LIBBY

RECEIVED
JUL 23 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed H B Merrill Res. Engr.

Address Medford, Oregon

NOTED
E. M.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				39.17	
Miles partially completed					
Miles completed				39.17	
Total estimated quantities				800 ton	
Estimated quantities moved or placed to date				800 ton	
Average daily quantities				84 ton	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				30	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......1......, Power graders ......3......, Rollers ......2......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....,Trucks . 12 ,Distributor 1 . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
[illegible]
FOR FILING

15-4216

[illegible]

June 22, 1951

REGISTERED MAIL

J. C. Compton Co.
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

Your Contract No. 3523 for the Division No. 3-C Re-oiling project on six state highways in Jackson and Josephine counties has been received in this office fully executed.

We are, therefore, returning your certified check No. 5975 drawn on the First National Bank of McMinnville, Oregon, in the amount of $2,500.00 which you submitted with your proposal on May 25, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
JUN 25 1951
FOR FILING

15-4316

[illegible]

June 22, 1951

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3523 which was awarded to you on May 25, 1951 by the State Highway Commission covering reoiling on the Division No. 3 District C Section of the Pacific, Green Springs, Crater Lake, Williams, Medford-Provolt, Rogue River Loop and Redwood Highways in Jackson and Josephine Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

Recorded 6-22-51

RECEIVED
MAY 31 1951
FOR FILING

15-4216

3523

May 31, 1951

J. C. Compton Company
Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951 awarded you Contract No. 3523 for the Division No. 3, District C, Re-oiling Project on six state highways in the vicinities of Grants Pass, Medford, Ashland, Selma, Trail and Prospect. This award was based on your low bid of $45,654.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

22-4213 Sweet Home (Narrows) Guard Rail 1951
Project on the Santiam Hgwy.
about 1.5 M. W. Sweet Home
#3524

RECEIVED
FORM E-125X 37,900
MAY 17 1955
FOR FILING

E.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
~~M. K. McIVER, MEMBER~~
PORTLAND
~~H. B. GLAISYER~~
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

32-4213

May 10, 1955

Mr. C. P. Thomas, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We are enclosing herewith, our Invoice #39095 in the amount of $5,767.49, representing the Railway Company's share for replacement of guard rail on the Sweet Home Section of the Santiam Highway in Linn County.

Will you please accept our apologies for the lateness of this billing and trust that it will not inconvenience you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C H Maison
C. H. Maison
Auditor

CHM:cg

cc: W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

January 28, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of your letter dated January 25 to which was attached three copies of a claim filed with your office by Armco Drainage and Metal Products, Inc., against J. C. Denton and Sons.

The claim is in the sum of $6,484.69 and is for materials furnished on State Highway Contract No. 3524, your file No. 3320.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
1-28-52

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]

[illegible], Secretary
[illegible]
[illegible], Oregon

[illegible] Sir:

[illegible] Inc., for [illegible] in the sum of [illegible] taken from J. C. [illegible] J. [illegible] under Contract No. [illegible] of the [illegible] in Linn County, Oregon, [illegible] File No. [illegible]

[illegible] in- [illegible]

[illegible]

[illegible],

Earl T. Newbry

Secretary of State

[illegible]

1-28-52

RECEIVED
JAN 29 1952
FOR FILING

Mrs Lewis

[illegible]

[illegible]

January 28, 1952

United State Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

Attached is a copy of a claim which has been filed with the Secretary of State by Armco Drainage and Metal Products, Inc., against J. C. Denton and Sons on State Highway Contract No. 3524 for installation of guard rail on the Sweet Home (Narrows) Section of the Santiam Highway in Linn County. The claim in the amount of $6,484.69 is for guard rail and concrete posts furnished to the contractor.

This information is provided inasmuch as your Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - J. C. Denton & Sons
Route 1, Box 967
Beaverton, Oregon

NOTED ON CARD
1-28-52

ARMCO DRAINAGE & METAL PRODUCTS, INC.
North Pacific Division
2321 S. E. Gladstone Street Portland 2, Oregon
(Armco)

January 24, 1952

Secretary
State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Armco Drainage & Metal Products, Inc., has a claim for Flexbeam guardrail and reinforced concrete posts in the sum of $6,984.69 less payment of $500. leaving a balance due of $6,484.69, against the bond taken from J. C. Denton & Sons, principal, and the United States Fidelity and Guaranty Company through G. Keith Hutchings, 609 Park Building, Portland 5, Oregon, surety, for the work of guard rail construction known as Contract No. 3524 on the Sweet Home Section of the Santiam Highway in Linn County, Oregon.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

ROBERT G. EBERT
Assistant Treasurer,
North Pacific Division

Robert G. Ebert:mld

ENDORSED:
FILE NO. 3320
FILED JAN. 25, 1952
EARL T. NEWBRY, Secretary of State

RECEIVED
JAN 1[illegible] 1952
FOR FILING

January 18, 1952

Bonded Credit Company
304 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Referring to your letter of January 16 please be advised that J. C. Denton & Sons' contract No. 3524 is for guard rail construction on the Sweet Home (Narrows) Section on the Santiam Highway in Linn County. Sweet Home is located about 30 miles southeast of Albany.

This job was completed by the contractor on July 31, 1951 and was formally accepted by the State Highway Commission on August 20, 1951. The final warrant was mailed on September 11, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

dway 2080
adway 3497

COLLECTIONS:
Commercial
Professional
Retail

BONDED CREDIT COMPANY
Licensed by and Bonded to the State of Oregon
304 FAILING BUILDING
PORTLAND 4, OREGON

January 16, 1952

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: J. C. Denton

Dear Sir:

It is our understanding the above has been awarded a fencing job for the highway department and we would like to know whether or not this has been completed and where the job is located.

Thank you and enclosed is self addressed envelope for your reply.

Yours truly,

BONDED CREDIT COMPANY

F. Wallace

FW:lw

RECEIVED
JAN 16 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Mrs Lewis

October 9, 1951

United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Attention: W. Talbot Sinclair, Manager

Gentlemen:

We have received a letter from Armco Drainage and Metal Products, Inc., in which they state that J. C. Denton and Company owes them $6,424.69 for materials furnished for guard rail construction on the Sweet Home Section of the Santiam Highway in Linn County. From the description provided it appears that this is State Highway Contract No. 3524, awarded to J. C. Denton and Sons.

This information is passed on to your Company as it appears as surety on the performance bond furnished with the above described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 10/8

cc - Mr. G. Keith Hutchings
609 Park Building
Portland 5, Oregon

J. C. Denton & Sons
Route 1
Box 967
Beaverton, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

Mrs Lewis

October 9, 1951

Armco Drainage & Metal Products, Inc.
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Mr. Duran B. Souls

Gentlemen:

Contract No. 3524 awarded to J. C. Denton and Sons for guard rail construction on the Sweet Home Section of the Santiam Highway in Linn County was completed July 31, 1951, and accepted by the Commission on August 20, 1951. Final payment was mailed to the contractor on September 11, 1951. United States Fidelity and Guaranty Company through G. Keith Hutchings, 609 Park Building, Portland 5, furnished the performance bond for this contract.

This information is in reply to your letter of September 26 in which you state that the Denton Company owes you $6,484.69 for materials furnished them on this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 10/8

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET
ARMCO
PORTLAND 2, OREGON

September 26, 1951

Director,
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This company has furnished material in the sum of $6,984.69 ~~to J. C. Denton and Company,~~ Rt. 1, Box 967, Beaverton, Oregon, of which $6,484.69 remains unpaid following their payment of $500., for use on the Sweet Home, Linn County Section job of the Oregon State Highway.

We would greatly appreciate information concerning the completion date and acceptance date of the above mentioned job, together with the name of the company which furnished the bond for the work. Thank You.

Yours very truly,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit & Collection Supervisor,
North Pacific Division,

Duran B. Souls:md

REFERRED TO
BY SECRETARY

RECEIVED
SEP 5 1951
FOR FILING

[illegible]

2524

NOTED
F. QUERY

August 31, 1951

Mr. Albert T. Kemmer
Attorney at Law
902 Spalding Bldg.
Portland 4, Oregon

Dear Mr. Kemmer:

Further reference is made to your letter of August 29 concerning claim which we thought at first was that of the State Industrial Accident Commission against J. C. Denton & Sons. We now find that this claim was that of the State Tax Commission against Albert W. Denton dba Denton Construction Company. This was explained in my letter of August 30.

I am now in receipt of a letter from the State Tax Commission stating its garnishment cannot be applied to J. C. Denton & Sons, in view of which I am today instructing our auditor to release the final payment to J. C. Denton & Sons in connection with their guard rail construction project as soon as the warrant is received from the Secretary of State.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: United States Fidelity & Guaranty Co.

Mr. G. Keith Hutchings

J. C. Denton & Sons

State Industrial Accident Commission

NOTED ON CARD
8-31-51

RECEIVED
FOR FILING

Mrs Lewis

August 30, 1951

Mr. Albert T. Kemmer
Attorney at Law
902 Spalding Building
Portland 4, Oregon

Dear Mr. Kemmer:

We have your letter of August 29 in which you refer to our letter of August 27 concerning a claim by the State Industrial Accident Commission against J. C. Denton and Sons. The information concerning the claim was telephoned to this office and in transmittal we understood it as the Accident Commission; however, the claim has been filed by the State Tax Commission for the first, second and third quarters in 1948 for withholding tax monies. The details we have show the tax amount at $1,022; penalties, $54.11; interest, $113.39 for a total of $1,189.50.

The garnishment for the tax funds was served by the State Tax Commission against Albert W. Denton, dba Denton Construction Company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Building
Portland 4, Oregon

Mr. G. Keith Hutchings
609 Park Building
Portland 5, Oregon

J. C. Denton and Sons
Route 1, Box 967
Beaverton, Oregon

State Industrial Accident Commission
Public Service Building
Salem, Oregon

NOTED ON CARD

ALBERT T. KEMMER
ATTORNEY AT LAW
902 SPALDING BUILDING
PORTLAND 4, OREGON
ATWATER 8491

August 29, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Mr. J. C. Denton consulted with me with reference to your letter of August 27, 1951. He tells me that he has no information as to the nature of the State Industrial Accident Commission claim, not having received any demand from them for payment of any sums. He is, therefore, at a loss to understand why they would request you to withhold payment due on the final settlement of the Santiam contract, as he states he owes the State Industrial Accident Commission nothing.

In view of this, I would appreciate immediate response as to the nature of the claim of the State Industrial Accident Commission against J. C. Denton and Sons. Your prompt attention to this matter will be appreciated.

Very truly yours,

Albert T. Kemmer
Albert T. Kemmer

ATK ET

cc: State Industrial Accident Commission
Salem, Oregon

United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Building
Portland 4, Oregon

Mr. G. Keith Hutchings
609 Park Building
Portland 5, Oregon

REFERRED TO [illegible] BY SECRETARY

see mem [illegible]

RECEIVED
SEP 5 1951
FOR FILING

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3524

query

NOTED
F. QUERY

Salem, Oregon
August 31, 1951

Mr. Hawke:

You may consider this letter as your authority to release to J. C. Denton & Sons future payments in connection with their contract No. 3524, covering guard rail construction on the Sweet Home (Narrows) Section of the Santiam Highway in Linn County.

The garnishment forwarded to you a few days ago has been satisfied.

HBG:gl

Secretary

8-31-51

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FOR FILING
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3524

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 10, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~3524~~	3-final	J. C. Denton & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15316	R-23520	$ 842.40	Sep. 10, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 15, 1951

Time Extensions: None required

Completion Date: July 31, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-10-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 11 1951
A A Wildlander

NOTED ON CARD

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5 1951
FOR FILING

33-4213

3524

query

August 31, 1951

NOTED
F. QUERY

State Tax Commission
Withholding Tax Department
State Office Building

Attention: Mr. H. Kaffun

Gentlemen:

I wish to thank you for the cc of your letter of August 25 directed to the State Highway Department, attention of Mr. Devers, Chief Counsel, in which you advise that the garnishment which you served me a few days ago against Albert W. Denton cannot be applied against J. C. Denton & Sons' Contract No. 3524, for guard rail construction on the Sweet Home (Narrows) Section on the Santiam Highway in Linn County.

Accordingly I am today instructing our auditor to release to J. C. Denton & Sons the money that we have been withholding on this job.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

NOTED ON CARD

[illegible]es:
Room 100
State Office Building
Salem, Oregon

Orton Building
1137 S. W. Yamhill Street
Portland 5, Oregon
Phone ATwater 8121

STATE TAX COMMISSION
STATE OF OREGON
INCOME TAX DIVISION
SALEM

COMMISSIONERS
CARL CHAMBERS
RAY SMITH
ROBERT D. MACLEAN

August 31, 1951

State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. J. M. Devers, Chief Counsel
Copy to Mr. H. B. Glaisyer

COPY

Gentlemen:

Your letter of August 28, 1951, addressed to Mr. Ray Smith, Commissioner, has been referred to the writer for attention. Mr. Smith requested that we express his appreciation for the information contained therein.

Our records indicate that Mr. Albert W. Denton is not a member of the firm doing business as J. C. Denton and Sons. Therefore, our garnishment cannot be applied against the latter.

On previous occasions the writer has conversed with you concerning the Albert W. Denton Construction Company and the Glen Falls Indemnity Company and was left with the impression that final payment would not be made until a settlement was made on the Oregon withholding taxes incurred by the Denton Construction Company. On August 11, 1949, a claim was filed with the Secretary of State and a copy of said claim was forwarded to you. We will appreciate any particulars as to the possible liquidation of our claim from any monies that the Highway Commission may still be retaining.

Very truly yours,

STATE TAX COMMISSION

H.Kaffun:lms

Collection Supervisor
Withholding Tax Department

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 31 1951
FOR FILING

22 - 4223

3524

August 31, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3524 for work performed on the Sweet Home (Narrows) Section of the Santiam Highway in Linn County was completed by the contractor, J. C. Denton & Sons, on July 31, 1951 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $842.40 will be made to the contractor on or after September 10, 1951. The total contract amount is $11,270.61, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 5 1951
FOR FILING

22-4-13

35-4

August 28, 1951

Mr. Ray Smith, Commissioner
State Tax Commission
State Office Building
Salem, Oregon

Dear Mr. Smith:

The notice of garnishment which was filed with the Highway Commission and involves Ashbahr Company, Inc., and the notice of garnishment of Albert W. Denton, D.B.A. Denton Construction Company, was served, and both notices were sent to our Auditing Department.

The Auditing Department has reported to me today that the State has no contractual relations with Ashbahr Company, Inc., and insofar as our records disclose we have not had any. The records also disclose that we have no pending contractual relations with Albert W. Denton Construction Company, at least none that are pending. The State had three contracts with that company, but all have been completed and final payments made.

Our records show that we now have open and unsettled yet a contract with J. C. Denton and Sons. Their contract is identified as Contract No. 3524 and involves the construction of some guard rail along a highway. I am advised that the final estimate has not yet been prepared and, therefore, not paid. It is in preparation and the approximate amount of that final payment will be $842.20.

I give you this information so that you may determine whether or not the Tax Commission's claim is one which can be urged against J. C. Denton and Sons. The State will withhold payment of the said $842.40 until you have opportunity to go into this matter.

Yours very truly,

J. M. DEVERS
Chief Counsel

JMD:amc

cc HB Hauger

NOTED ON CARD

8-29-51, rf

Referred to Mr. Query at request of Mr. Glaisyer.

gl

NOTED
F. QUERY

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FOR FILING
FORM E-30X 25M 11-50 44702

22 - 4213

3524

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1951

SUBJECT:

To: ~~J. M. Devers~~
~~Chief Counsel~~
~~O-f-f-i-c-e~~

Notice of garnishment against Ashbahr Company, Inc., and Albert W. Denton d.b.a. Denton Construction Company were received by us this morning. After recording the necessary information these were forwarded to your office.

We have no record of any payments, past or future, to the Ashbahr Company.

Albert W. Denton d.b.a. Denton Construction Company has had three State Highway contracts but these have all been completed and final payments made.

J. C. Denton and Sons currently have one contract with the State Highway Department. This is number 3524 for guard-rail construction. The final estimate is yet to be prepared and paid in the approximate amount of $842.40. Mr. Glaisyer has requested that this payment be held until it is determined if the garnishment against Albert W. Denton d.b.a. Denton Construction Company may in any way apply against J. C. Denton and Sons. We will comply with this request until advised to the contrary.

D. B. Taylor
D. B. Taylor
Ledgers Supervisor
Accounting Division

DBT/fj ✓
cc: H. B. Glaisyer

REFERRED TO
BY SECRETARY

NOTED
F. QUERY

RECEIVED

FOR FILING

22 - 4313

3524

Mrs Lewis

August 27, 1951

United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Building
Portland 4, Oregon

Dear Mr. Sinclair:

We have been advised that the State Industrial Accident Commission has a claim against J. C. Denton and Sons. We are, therefore, upon the advice of the Chief Counsel, withholding final payment to J. C. Denton and Sons in connection with Contract No. 3524 for construction of a guard rail on the Sweet Home Section of the Santiam Highway in Linn County. This final estimate is in the amount of $842.40.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. G. Keith Hutchings
609 Park Building
Portland 5, Oregon

J. C. Denton and Sons
Route 1, Box 967
Beaverton, Oregon

RECEIVED
FOR FILING

22-4213

3524

Mrs Lewis

August 23, 1951

Mr. M. H. Hawke
Auditor
OFFICE

It is my understanding that the voucher covering final estimate to J. C. Denton & Sons in connection with Contract No. 3524 for construction of guard rail on the Sweet Home Section of the South Santiam Highway is now being prepared in your office, and that the amount of this payment is $842.40.

Mr. Devers has requested that payment of this amount be held up because of a claim of the State Industrial Accident Commission. Accordingly, will you please hold the voucher pending further advice from this office.

Yours truly,

Secretary

HBG:ls

cc: F.A. Query

Mr. Query:

Please prepare letter to the surety on the contract re the above.

HBG

22-4213

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 4, 1951, 19

Section Sweet Home (Narrows)

Kind of work Guard Rail

Highway Santiam

Section prefix 22-4213

Contractor J.C.Denton & Sons

Contract number 3524

Date of contract May 31, 1951, 19

Date of completion Aug. 15, 1951, 19

Date work started May 31, 1951, 19

Estimated date of completion July 31, 1951, 19

Amount of contract . . . . $ 11,232.00

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering . . . . $ 11,270.61

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 250, 2.2 %

Date project was completed July 31, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Contractor completed work Tues., July 31, realigning and improving profile lines.

Painting completed.

NOTED
H. W. LIBBY

RECEIVED
AUG [illegible] 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4800 L?F.				
Miles partially completed					
Miles completed	4816.5 L.F.				
Total estimated quantities	4800 L.F.				
Estimated quantities moved or placed to date	4816.5 L.F.				
Average daily quantities	78 L.F.				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 11 1951
FOR FILING

22-4213

3524

June 11, 1951

J. C. Denton & Sons
Rt. 1, Box 967
Beaverton, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3524, which was awarded to you on May 25, 1951 by the State Highway Commission, covering construction of guard rail on the Sweet Home (Narrows) Section of the Santiam Highway in Linn County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 6/11

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MAY 31 1951
FOR FILING

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3524

May 31, 1951

J. C. Denton & Sons
Route 1, Box 967
Beaverton, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3524 for the Sweet Home (Narrows) Guard Rail Project on the Santiam Highway about 1.5 miles west of Sweet Home in Linn County. This award was based on your low bid of $11,232.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

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FOR FILING

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[illegible]

May 9, 1951

Sweet Home

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Rwy. Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

I have your letter dated May 8, referring to our increased estimate of cost to construct 4,800 feet of concrete and steel guard fence on the Santiam Highway about a mile west of Sweet Home, your reference A. F. E. E-3279.

We believe that we will secure a bid lower than that estimated by our Cost Analyst, which is the basis of his project estimate of $17,800 as reported by telephone to Mr. Swan in your office.

As stated previously, we use a figure of 12½ per cent for engineering and contingencies, while, on this type of project, our engineering costs are very low and contingencies are practically negligible.

It is my opinion that when bids are received the project authorization will not exceed $13,500, which is the estimate given you in January, this year, by any substantial amount.

Any estimate which we might supply for a timber guard fence constructed with treated materials would not be very reliable, as the Highway Commission has never constructed any in Oregon.

Instructions have been issued to advertise this project along with several others for which bids will be received by the Highway Commission in Portland on May 24 and 25. If the bids exceed $13,500 no award will be made by the Commission, but the bids will be referred to the Engineer for power to award in the event that you concur. We will have 30 days following the receipt of the bids in which to decide whether or not to award or reject all bids. When the bids are received, I will advise you and will be able to give you a more nearly exact estimate as to the final cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, 7, OREGON

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

0432

May 8,1951

Mr. W. W. Stiffler
Asst. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This makes reference to your telephone call of May 7th regarding increase in estimated cost of guard fence on the Santiam Highway about one mile west of Sweet Home, our A. F. E. E-3279.

Authority for the increased expenditure of $4300, as stated by you, will have to be obtained from higher authority. It would be appreciated if you would write me, giving all details in connection with the increase requested.

It may be possible to construct guard fence with treated timber and stay within the original estimate. Would like to have you submit an estimate on this basis.

Very truly yours,

C F Thomas

Chief Engineer.

LES-p

NOTED
W. W. STIFFLER

- 1951
FOR FILING

Sweet Home

January 2, 1951

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railroad Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Reference is to your letter dated December 15, relative to the details comprising our estimate of cost to reconstruct 4,800 lineal feet of guard fence on the Santiam Highway about one mile west of Sweet Home.

The original estimate of $12,000 which was at the rate of $2.50 per lineal foot, was the amount included in our extra gang maintenance budget, wherein it was assumed that the work would be performed by state forces. Since the work was not performed in 1950 by state forces, we are proposing to advertise and contract the project sometime in 1951, as we will not have sufficient personnel available to perform such work by state forces.

In support of the definite estimate of cost, I have consulted our Cost Analyst who is associated with the Construction Department, who advises that we should anticipate a variation in bids submitted for the steel rail due to fluctuating prices and the supply which will prevail within a short time. Taking these conditions into consideration, with the average cost of projects completed during 1950, their estimate is from $2.35 to $2.50 per lineal foot based on seven projects contracted and completed in 1949. To the estimated net cost of $12,000, we have added 12½ per cent for engineering and contingencies, which is added to all construction projects referred to the Highway Commission for their approval of funds actually committed for each project. Actual engineering and contingencies will be quite low on such a project, and the bid price, plus actual engineering and contingency costs, could easily be less than the $12,000 previously stated. However, if and when a contract is awarded by the Highway Commission, our records will show a commitment of $13,500 for the project.

I am enclosing herewith a section of our 400-foot alignment map showing the location of the fence, and one copy of Drawing No. 2075, which shows the plan with the fence construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

Encl.

cc: A. F. Parson
F. D. Eason

FORM E-90 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1951

SUBJECT: Assignment No. 668
WWS
Reconstruction of guard fence west
of Sweet Home. S.P. & S. Railroad.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
OFFICE

Dear Mr. Stiffler:

With further reference to the above subject, we submit herewith one print of a section of the 400 foot highway alignment map showing location of the guard rail and highway stationing of the termini.

The rail is all one continuous section and is 4,797 feet long. The attached letter from Mr. Eason states that railroad stationing is not available and we find it is not indicated on any of the maps that accompany the original agreement (R.R. #51) on file in the Secretary's Office. This is the reason we are submitting a map instead.

Eason's letter also contains his ideas on the estimated cost. We have checked with the Cost Analyst's Office and they advise that metal rail with concrete posts will cost from $2.35 to $2.50 per foot installed. The summary of bid items on a total of seven jobs contracted in 1949 shows an average bid price of $2.11 on a total of 66,630 lineal feet. Similar figures for 1950 are not yet available but we know guard fence material costs have risen slightly and will probably go higher; hence, we believe the $2.50 per foot is quite accurate.

Since it is now planned to contract this work, we should provide for an additional 12½ percent engineering and have prepared an estimate, on a separate sheet attached, on this basis.

Please note that the last paragraph of Eason's letter states that the Noble Slough-Sweet Home resurfacing is scheduled for three years hence. The Office Engineering Department tells us that this project is included in a tentative Federal Aid Program but is not yet scheduled for letting. We should get a more definite date. Perhaps we should not wait for completion of the resurfacing contract before building the rail.

Very truly yours,

A. F. Parson,
Assistant Maintenance Engineer

AFP:JB:mc
Enclosure -

[illegible]
W. W. [illegible]

OREGON STATE HIGHWAY COMMISSION
Maintenance Department
Salem, Oregon

January 2, 1951

Estimate of cost to construct new guard rail between S.P. & S. Railroad and South Santiam Highway, approximately one mile west of Sweet Home at the Narrows: Mile Post 25.09 (Hwy. Sta. 1589+67) to Mile Post 26 (Hwy. Sta. 1437+60).

	Gross Quantity	Unit Cost	Amount
Beam Type Steel Guard Rail on Round Concrete Posts.	4800 Lin. Ft.	$2.50	$12,000
Engineering and Contingencies		12½%	1,500
TOTAL			$13,500

Jr:mc

OREGON STATE HIGHWAY COMMISSION
Maintenance Department
Salem, Oregon

January 2, 1951

Estimate of cost to construct new guard rail between S.P. & S. Railroad and South Santiam Highway, approximately one mile west of Sweet Home at the Narrows: Mile Post 25.09 (Hwy. Sta. 1389/67) to Mile Post 26 (Hwy. Sta. 1437/60).

	Gross Quantity	Unit Cost	Amount
Beam Type Steel Guard Rail on Round Concrete Posts.	4800 Lin. Ft.	$2.50	$12,000
Engineering and Contingencies		12½%	1,500
TOTAL			$13,500

JJ:mc

FORM E-30 25M 8-50 42295

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1950

SUBJECT:

To: Mr. E. A. Collier,
Maintenance Engineer,
Department.

Attention: Mr. A. F. Parson.

Dear Sir:

In reply to your letter of December 20th, I am returning herewith a print of the section of the Santiam Highway west of Sweet Home showing the location of the existing guard fence from Station 1389+67 to Station 1437+60. We have no corresponding railroad stationing available in this office.

The estimated cost of 4,797 feet of fence is $12,000.00, based on a cost in place of $2.50 a foot for 4,800 feet. On a State Force job of similar fence construction in Tillamook this fall, the cost of the posts delivered was $5.50 a piece and the cost of the rail was 98 cents a foot. The actual cost of the installation of 1,400 feet of guard fence was $2,740.00--slightly less than $2.00 a foot. Due to the possible higher cost of material, I think $2.50 should be allowed for the estimate of this fence. I feel quite sure that the project could be contracted within that estimate.

$2/ft.

We made a survey of this particular section, taking cross-sections and allowing for the resurface in accordance with the authority for a resurfacing project which is on our program, and planned the location and heighth of the fence to correspond. The resurfacing project under our program is billed for the third year but it seems to me that the fence could be installed at any time and could be placed in conformance with the final resurfacing improvement.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

[illegible]

SPOKANE PORTLAND & SEATTLE RY
SPO

C. F. THOMA

ASSIGNMENT

Date: December 18, 1950

No. 66[illegible]
By W

Description: Correspondence between Highway Dept. and S.P. & S. Ry. Company re construction of a fence between the Oregon Electric and the South Santiam Highway at the Narrows, about 1 mile west of Sweet Home.

Acknowledged by ----- Referred to - E. A. Collier ----

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------------------ signature
X Please furnish detailed Estimate of Cost - Location by Highway Stations and by Railroad Stations and return.

Assignment executed 1-2-1950 Report received --------
E.R.

Remarks:

SPOKANE PORTLAND SEATTLE RY

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

037

December 15, 1950

Oregon State Highway Commission
Salem
Oregon

Attention Mr. W. W. Stiffler
Asst. State Highway Engineer

Gentlemen:

This makes reference to your letters of November 1st and 29th regarding the construction of a fence between the Oregon Electric and the South Santiam Highway at the Narrows, about one mile west of Sweet Home.

The railway company will agree to the proposed made in your letter of November 1st, that is, that the railway company will assume one-half of the cost of your standard fence. It will be necessary to prepare what is known as an Authority for Expenditure to cover this matter and I would appreciate details as to your estimate of cost.

Very truly yours,

C. F. Thomas

CFT-p

Chief Engineer.

RECEIVED

[illegible]

State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er
12/20/50
cc F. D. Eason

RECEIVED
NOV 30 1950
FOR FILING

November 29, 1950

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railroad Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

This will acknowledge your letter of November 21, which has reference to the proposed reconstruction of 4,800 lineal feet of standard guard fence on the Santiam Highway about one mile west of Sweet Home.

It is true that the correspondence would indicate that we intend to reconstruct this fence to a much higher standard, which would in itself indicate additional cost. However, this is not true. Our estimate of cost to construct the fence, using concrete posts and steel rail, is $2.50 per lineal foot. This type of construction utilizes a space of 12.5 feet between posts, whereas our standard timber guard fence, using timber posts and double 3 x 10 timber rail, requires a spacing of the posts of 10 feet center to center. The present prices of construction grades of lumber and timber, and our cost reports for a few sections reconstructed this year, indicate a cost of $2.50 per lineal foot.

From time to time a small amount of maintenance work has been performed on this fence during the past 15 years. However, both the posts and the rails show sufficient decay and the only practical method of maintaining the 4,800-foot section as a unit is through reconstruction. We prefer to use the higher standard of concrete post-steel rail at all locations where guard fence is absolutely essential. We also feel that since the only practical method of maintenance is through reconstruction that the cost should be borne 50 per cent by the Company and 50 per cent by the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

12/30/50 [illegible] + D Eason

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

C. F. THOMAS,
~~SECRETARY~~
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

November 21, 1950

Mr.R. H. Baldock
State Highway Engineer
State of Oregon
Salem, Oregon

Attention Mr. W. W. Stiffler
Asst. State Highway Engineer

Dear Sir:

This acknowledges receipt of your letter of November 11th, advising that the fence separating Oregon Electric Railway right of way and South Santiam Highway right of way at Narrows is in disrepair and will have to be renewed.

The fence as originally constructed was paid for by the railway company and the agreement provided that the railway company would assume 50% of future maintenance costs. It could be taken from this that the railway is only obligated in the future to take care of this proportion of maintenance. It is noted, however, that you propose to construct a new type of fence, more substantial and probably less costly to maintain. What would you think if the railway company would assume 50% of the cost of this fence and the matter of maintenance become an obligation of the State?

Very truly yours,

C F Thomas

Chief Engineer.

CFT-p

NOTED
W. W. STIFFLER

RECEIVED
NOV 2 - 1950
FOR FILING

November 1, 1950

Mr. C. F. Thomas
Secretary & Chief Engineer
Spokane, Portland & Seattle Railroad Co.,
1101 N. W. Hoyt Street
Portland, Oregon

Re: Railroad Agreement No: 51

Dear Mr. Thomas:

The guard rail between the Santiam Highway and your railroad facilities, approximately one mile west of Sweet Home is badly deteriorated and must be reconstructed within the next year. Item 1-c of the agreement, dated September 25, 1930, between Oregon Electric Railroad Company and Linn County, provides that this guard rail shall be maintained at the joint expense of both parties. The Highway Commission, as successor to Linn County in this agreement, proposes to replace the entire existing wood rail, approximately 4800 lineal feet, with metal rail and concrete posts at a cost now roughly estimated at $12,000.

We plan to repave this section of the Santiam Highway during the coming year and would like to reconstruct the guard rail when this paving work is completed. We request your approval of this project and your participation for 50% of the actual cost.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer

By: W. W. Stiffler,
Assistant State Highway Engineer

J:mc
cc: Mr. E. A. Collier -

RECEIVED
OCT 31 1950
FOR FILING

Salem, Oregon
October 27, 1950

Mr. E. A. Collier

Referring to your letter of October 25, relative to the reconditioning of 4,800 lineal feet of guardrail on the Santiam Highway, I suggest that the work be deferred and financed with the 1951 budget, and I believe that it would be more appropriate to reconstruct the fence after the paving is entirely completed and the shoulders to the same are reconstructed.

Since you have a copy of the agreement with the S.P. & S. Railroad Company, would you kindly draft a letter to the Company for my signature, notifying them of the present condition of the fence, and reminding them of the agreement which requires the expense for maintenance is to be borne 50-50 by both parties, and requesting their approval of the project.

I am returning the Extra Gang Work Order which is attached hereto.

W. W. Stiffler

WWS:er

Encl.

12/20/50
cc: F.W. Eason

FORM E-20 25M 6-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 25, 1950

SUBJECT: Extra Gang Work Order
Guard Fence on South Santiam

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith is letter and Extra Gang Order from Eason covering 4800' of guard rail on Santiam Highway, Mile 25 to 26 at The Narrows.

Mr. Eason suggests that this be done now by Extra Gang crew, partly with the idea of providing good work for Extra Gang crews this fall. He had first thought of doing this in connection with the contract for paving from Noble Slough through Sweet Home to some point near Foster which is on the construction program.

The S. P. & S. Railway is to pay half the cost of the fence.

In view of the fact that we are over the Extra Gang Budget for 1950 I am not in favor of performing the work this fall, and think it should be done as a part of the contract for paving or by State force on completion of the paving contract. The fence is getting pretty old and soft but can be maintained for another year. Mr. Eason states that grades have been established for the new paving so that he feels sure the fence can be set at proper grade to fit the new paving, but we have found that it usually is better to build the fence on completion of a resurfacing job to be sure that it will fit the alignment and grade and that it will not be injured during construction when traffic is necessarily constricted.

Please advise your wishes. In any case it would be advisable to let S. P. & S. know that this stretch of fence will require replacement soon at a cost of about $12,000, for half of which we would look to them for pay.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:AF
Enc.
cc

NOTED
W. W. [illegible]

FORM E-90 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1950

22-04

SUBJECT:

To:

Mr. E. A. Collier,
Maintenance Engineer,
Department.

Attention: Mr. I. A. DeFrance.

Dear Sir:

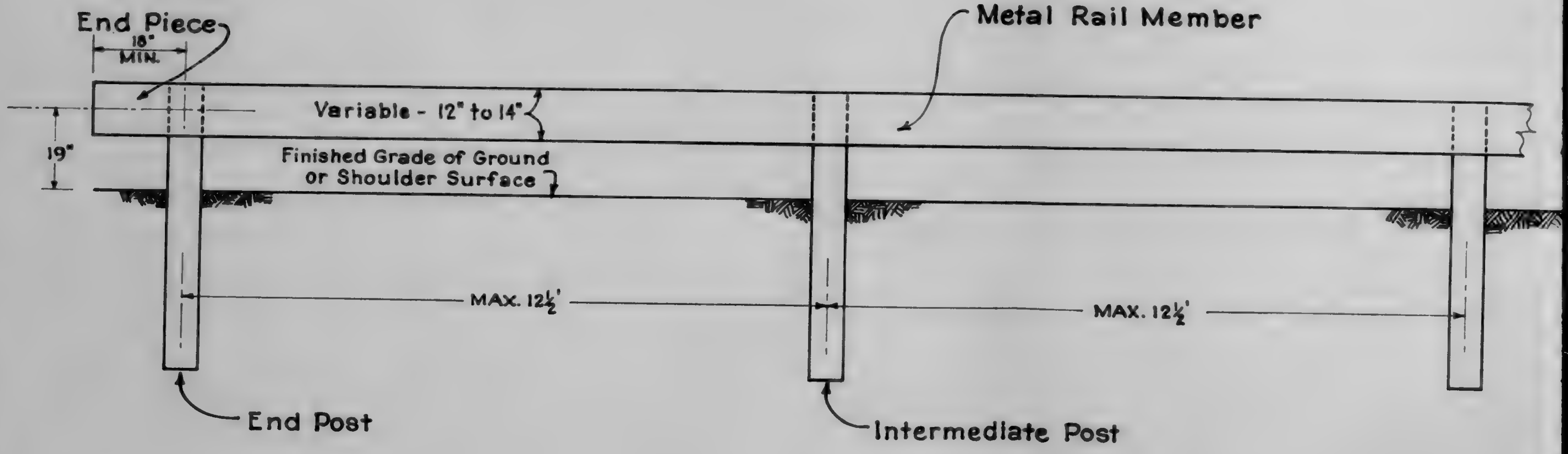
Herewith an Extra Gang Maintenance Work Order to cover the reconstruction of the old wood guard fence on the Santiam Highway west of Sweet Home.

We plan a repaving of this entire section under the new program from Noble Slough to Sweet Home and beyond Sweet Home, and it would seem that this old guard fence, which needs reconstruction badly, should be done at this time prior to the paving project. It is hoped that approval can be obtained so that materials can be ordered and the work done this fall and winter season of the 1950 construction year.

Yours very truly,

F. D. EASON,
Division Engineer.

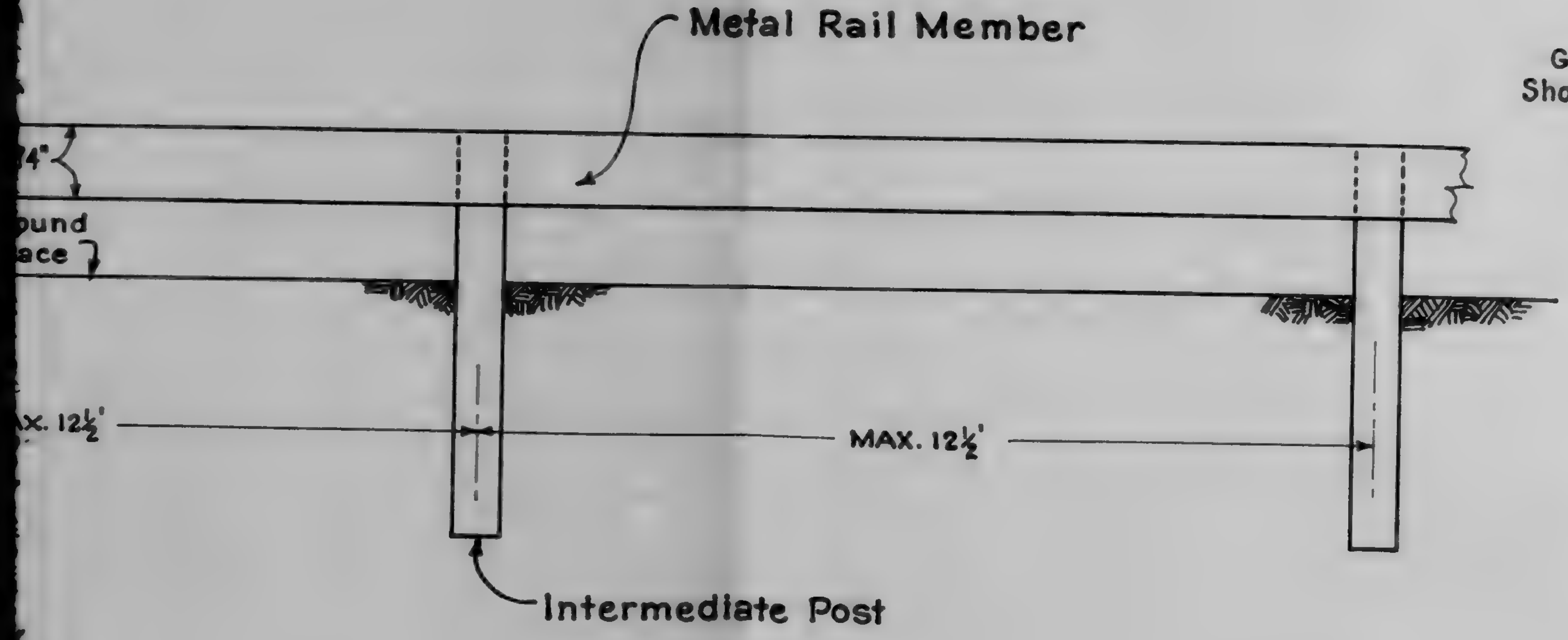
FDE:AM

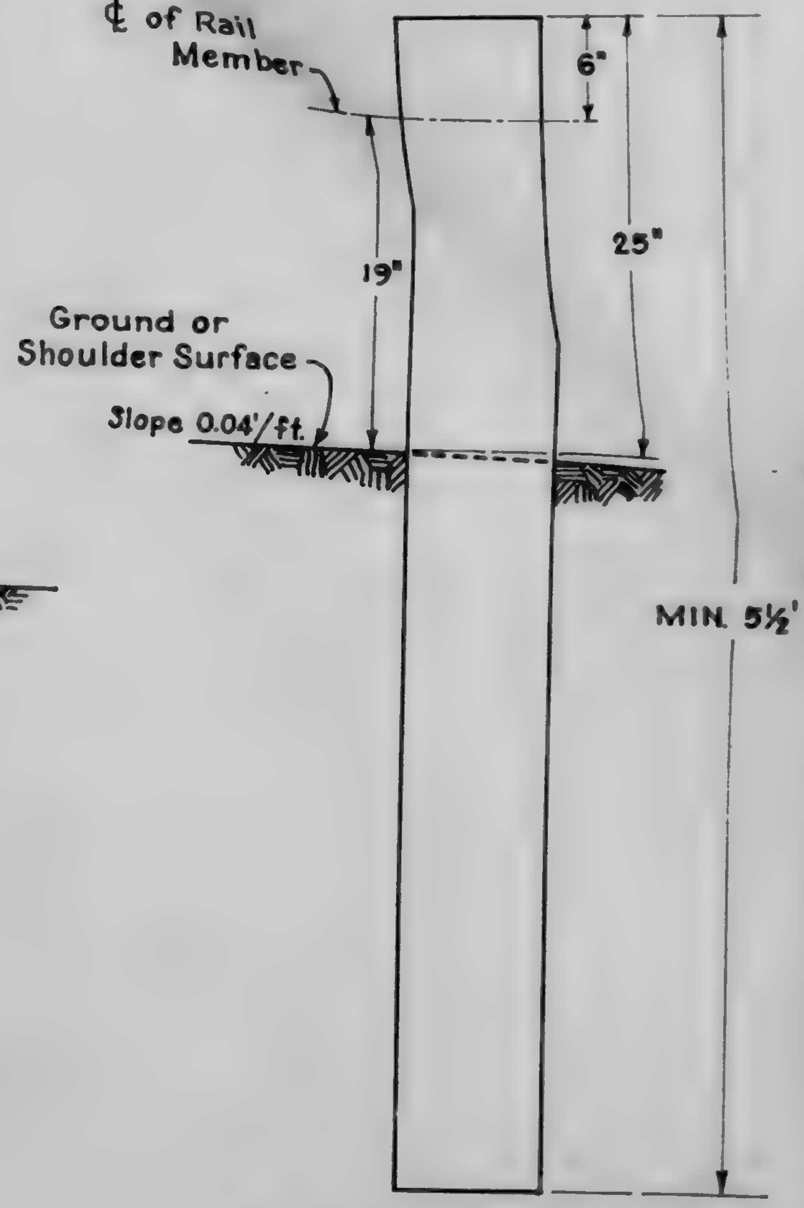


Posts to be of Reinforced Concrete, Steel Beam or Railroad Rail; Optional.
Rail Members to be Steel Beams or Plates, Optional.

Metal Posts to be Provided with Bearing Plates as Specified.
Metal Posts, Rail Members and Fittings to be Painted as Specified.

For Details of Materials and Erection see Standard Specifications.





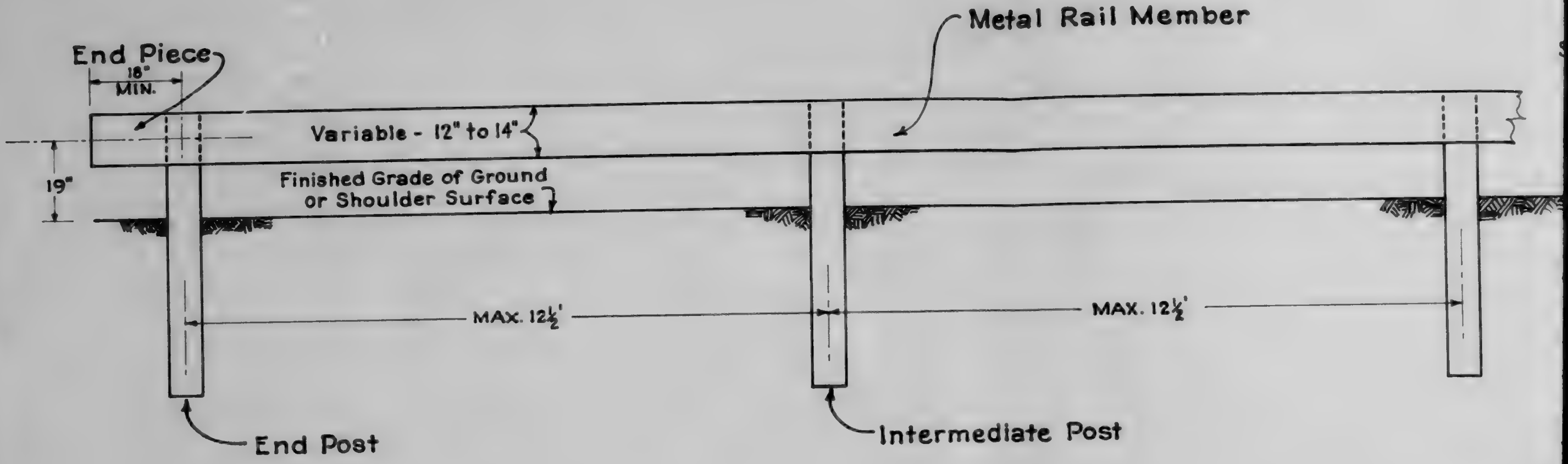
Post Installation

einforced Concrete, Steel Beam or Railroad Rail; Optional.
Steel Beams or Plates, Optional.

ovided with Bearing Plates as Specified.
embers and Fittings to be Painted as Specified.

rials and Erection see Standard Specifications.

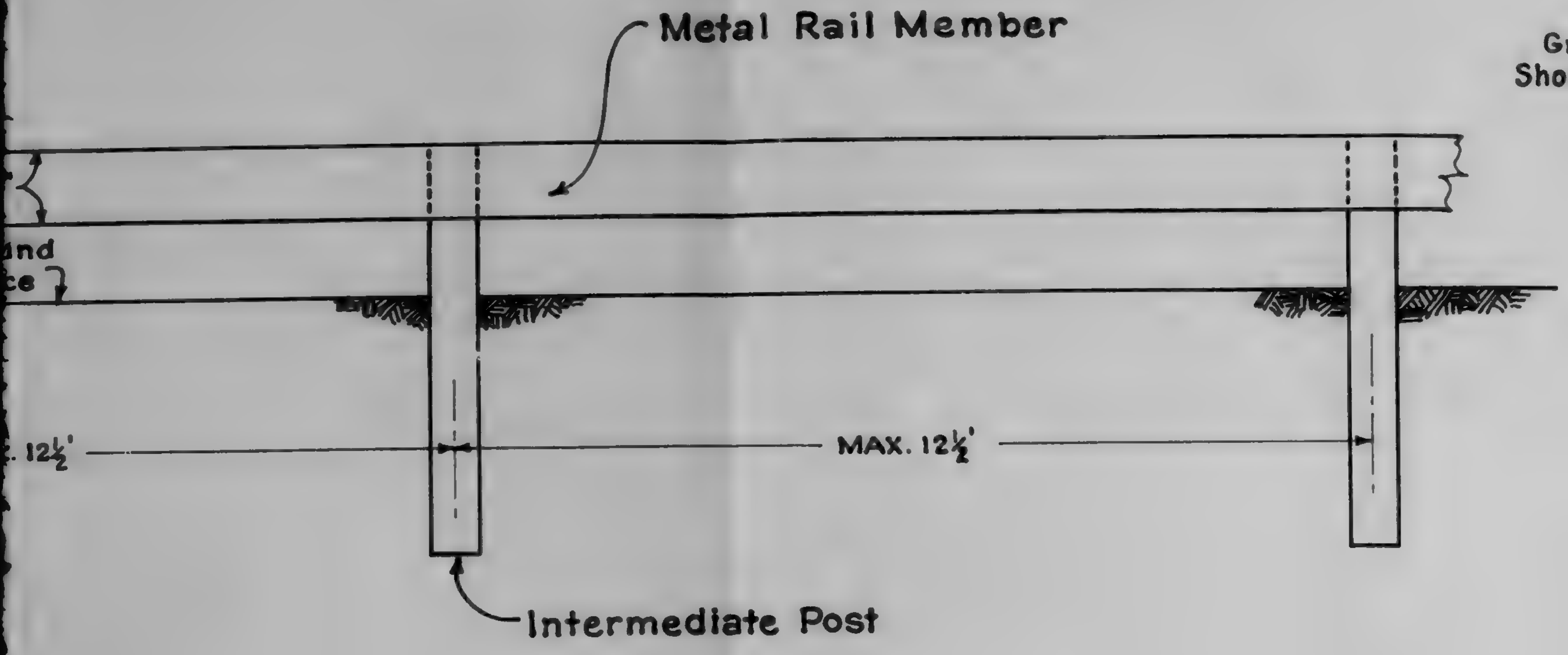
OREGON STATE HIGHWAY DEPARTMENT



Posts to be of Reinforced Concrete, Steel Beam or Railroad Rail; Optional.
Rail Members to be Steel Beams or Plates, Optional.

Metal Posts to be Provided with Bearing Plates as Specified.
Metal Posts, Rail Members and Fittings to be Painted as Specified.

For Details of Materials and Erection see Standard Specifications.



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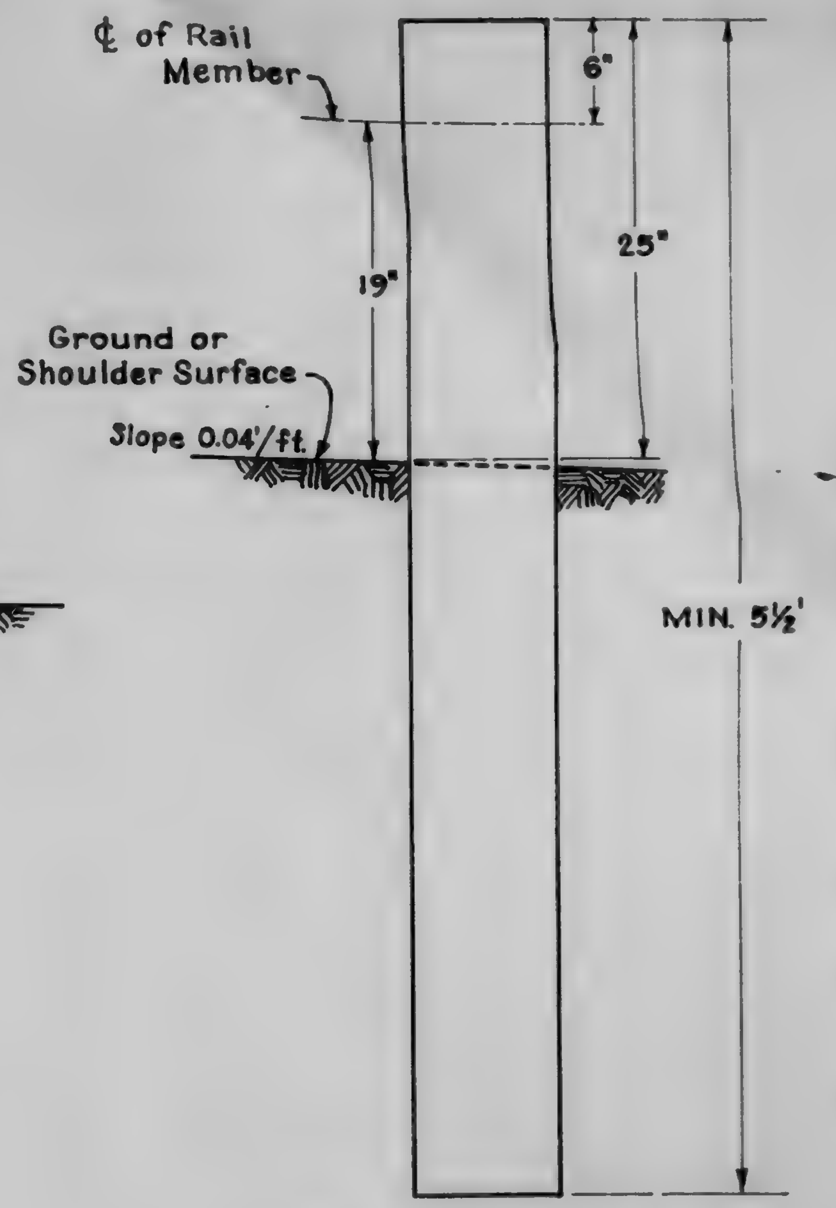

Post Installation

OREGON STATE HIGHWAY DEPARTMENT

METAL GUARD RAIL

April 1949

DWG. NO. 2075

24-3309 Silver Creek Park Overnight 1951
#3525 Camp Area Facilities

RECEIVED
FOR FILING

24-3309

(CONTRACT NO.) 2025

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1952

3525	7-final	Salem Sand & Gravel Co.
(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)

2496	B-34710	$ 15.56	2/20/52
(WARRANT NO.)		(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: None

Completion Date: Oct. 31, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
2-27-52

Warrant Mailed: FEB 27 1952

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 13, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3525	6-final	Salem Sand & Gravel Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1489	R-33791	$ 3,168.99	2/11/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Oct. 31, 1951**

Time Extensions: **None**

Completion Date: **Oct. 31, 1951**

Date Accepted: **Jan. 31, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: 2-13-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
2-13-52 gl

Warrant Mailed: FEB 1[illegible] 1952

RECEIVED
1952
FOR FILING

[illegible]

[illegible]

February 7, 1952

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

You were notified on January 22 that final payment would be released to the contractor, Salem Sand & Gravel Co., for work performed in connection with State Highway Contract No. 3525 for construction of camping area at Silver Creek Falls Park in Marion County, after acceptance by the Commission. This payment was in the amount of $3,168.99.

This is to advise that a post final payment will be released to the contractor immediately in the amount of $15.56. The total contract amount is now $41,950.64.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling, Insurance
250 N. High St.
Salem, Oregon

NOTED ON CARD
2-7-52, gl

RECEIVED
FOR FILING

[illegible]

[illegible]

January 22, 1952

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State highway contract No. 3525 for work performed on the Silver Creek Falls Park camping area in Marion County was completed by the contractor, Salem Sand & Gravel Co., on October 31, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,168.99 will be released to the contractor after acceptance by the Commission. The total contract amount is $41,935.08, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling, Insurance
250 N. High St.
Salem, Oregon

NOTED ON CARD
1-22-52 gl

RECEIVED
16 1951
FOR FILING

24-33 [illegible]

3525

June 15, 1951

Salem Sand and Gravel Company
1405 North Front Street
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3525 which was awarded to you on May 25, 1951 by the ~~State~~ Highway Commission covering construction of the camping area in Silver Creek Falls Park in Marion County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

Enclosure

6/15-51

RECEIVED
MAY 31 1951
FOR FILING

24-[illegible]

3525

May 31, 1951

Salem Sand and Gravel Company
1405 North Front
Salem, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3525 for construction of the Silver Creek Park Overnight Camp Area Facilities in Marion County. This award was based on your low bid of $40, 357. 50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

RECEIVED
APR 25 1951
FOR FILING
FORM E-30 25M 3-46

24-2209

35 28

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

COPY

Dear Mr. Glaisyer:

I am attaching herewith a general plan of layout of the proposed overnight camping areas at both Wallowa Lake and Silver Falls together with an estimate of cost. This is for your information as requested at the Commission meeting on Monday, February 26th.

Very truly yours,

/s/ C. H. Armstrong

C. H. Armstrong
State Parks Superintendent

CHA:jec
ATTACH. (4)

STATE PARKS DEPARTMENT

2/20/51

Feb Com. meeting

such meeting

NOTED
State Highway Engineer

ESTIMATE OF COST

SILVER FALLS OVERNIGHT CAMP AREA

	Unit	Quantity	Unit Price	Cost
Latrine	only	1	4,000.00	4,000.00
Combination Latrine & Washroom	"	1	7,000.00	7,000.00
Registration Booth	"	1	400.00	400.00
Tables	each	40	30.00	1,200.00
Stoves - Electric	"	10	120.00	1,200.00
Stoves - Wood	"	21	25.00	525.00
Paths	Lin.Ft.	1000	1.00	1,000.00
Clearing	M-Sq.Ft.	120	20.00	2,400.00
Grading	Cu.Yds	3600	1.50	5,400.00
Surfacing	" "	750	3.80	2,850.00
Preparation of Base	Mile	.46	150.00	69.00
Furn. & Place Aggregate	Cu.Yds	200	5.00	1,000.00
" " " Asphalt	Tons	16	75.00	1,200.00
33"x36" Conc. Septic Tanks	Each	10	30.00	300.00
Trench Excavation	Cu.Yds	25	3.00	75.00
Gravel Backfill	" "	4	4.00	16.00
Concrete	" "	2	75.00	150.00
12" Culvert Pipe Conc.	" "	54	2.50	135.00
4" V. C. Tile	Lin.Ft.	100	.65	65.00
4" Ag. "	" "	60	.40	24.00
2" Strainers	Each	10	2.00	20.00
2" C.I. P-Trap	"	10	3.00	30.00
3/4" Faucets	"	9	5.00	45.00
½" Faucets	"	21	4.00	84.00
2" G. I. Pipe	Lin.Ft.	1160	1.25	1,450.00
1½" " " "	" "	60	.90	54.00
1" " " "	" "	2200	.60	1,320.00
3/4" " " "	" "	200	.45	90.00
½" " " "	" "	100	.38	38.00
2" Gate Valves	Each	3	25.00	75.00
1½" " "	"	2	20.00	40.00
1" " "	"	5	10.00	50.00
Misc. Fittings (Tees, Ells, etc.)	All		500.00	500.00
Overhead Wire	Lin.Ft.	2400	.06	144.00
Parkway Cable	" "	1600	.10	160.00
Trenching	" "	1600	.25	400.00
Poles	Each	5	35.00	175.00
Transformers	"	5	30.00	150.00
Waterproof-fused outlet boxes	"	9	10.00	90.00
Water Filter	"	1	400.00	400.00
Shelter Stove	"	10	100.00	1,000.00
Well & Pump	All			2,000.00
				$37,324.00
Plus 10%				3,776.00
				$41,100.00

STATE PARKS DEPARTMENT 2/20/51

ESTIMATE OF COST

SILVER FALLS OVERNIGHT CAMP AREA

	Unit	Quantity	Unit Price	Cost
Latrine	only	1	4,000.00	4,000.00
Combination Latrine & Washroom	"	1	7,000.00	7,000.00
Registration Booth	"	1	400.00	400.00
Tables	each	40	30.00	1,200.00
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Stoves - Wood	"	21	25.00	525.00
Paths	Lin.Ft.	1000	1.00	1,000.00
Clearing	M-Sq.Ft.	120	20.00	2,400.00
Grading	Cu.Yds	3600	1.50	5,400.00
Surfacing	" "	750	3.80	2,850.00
Preparation of Base	Mile	.46	150.00	69.00
Furn. & Place Aggregate	Cu.Yds	200	5.00	1,000.00
" " " Asphalt	Tons	16	75.00	1,200.00
33"x36" Conc. Septic Tanks	Each	10	30.00	300.00
Trench Excavation	Cu.Yds	25	3.00	75.00
Gravel Backfill	" "	4	4.00	16.00
Concrete	" "	2	75.00	150.00
12" Culvert Pipe Conc.	" "	54	2.50	135.00
4" V. C. Tile	Lin.Ft.	100	.65	65.00
4" Ag. "	" "	60	.40	24.00
2" Strainers	Each	10	2.00	20.00
2" C.I. P-Trap	"	10	3.00	30.00
3/4" Faucets	"	9	5.00	45.00
1" Faucets	"	21	4.00	84.00
2" G. I. Pipe	Lin.Ft.	1160	1.25	1,450.00
1½" " " "	" "	60	.90	54.00
1" " " "	" "	2200	.60	1,320.00
3/4" " " "	" "	200	.45	90.00
½" " " "	" "	100	.38	38.00
2" Gate Valves	Each	3	25.00	75.00
1½" " "	"	2	20.00	40.00
1" " "	"	5	10.00	50.00
Misc. Fittings (Tees, Ells, etc.)	All		500.00	500.00
Overhead Wire	Lin.Ft.	2400	.06	144.00
Parkway Cable	" "	1600	.10	160.00
Trenching	" "	1600	.25	400.00
Poles	Each	5	35.00	175.00
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Well & Pump	All			2,000.00
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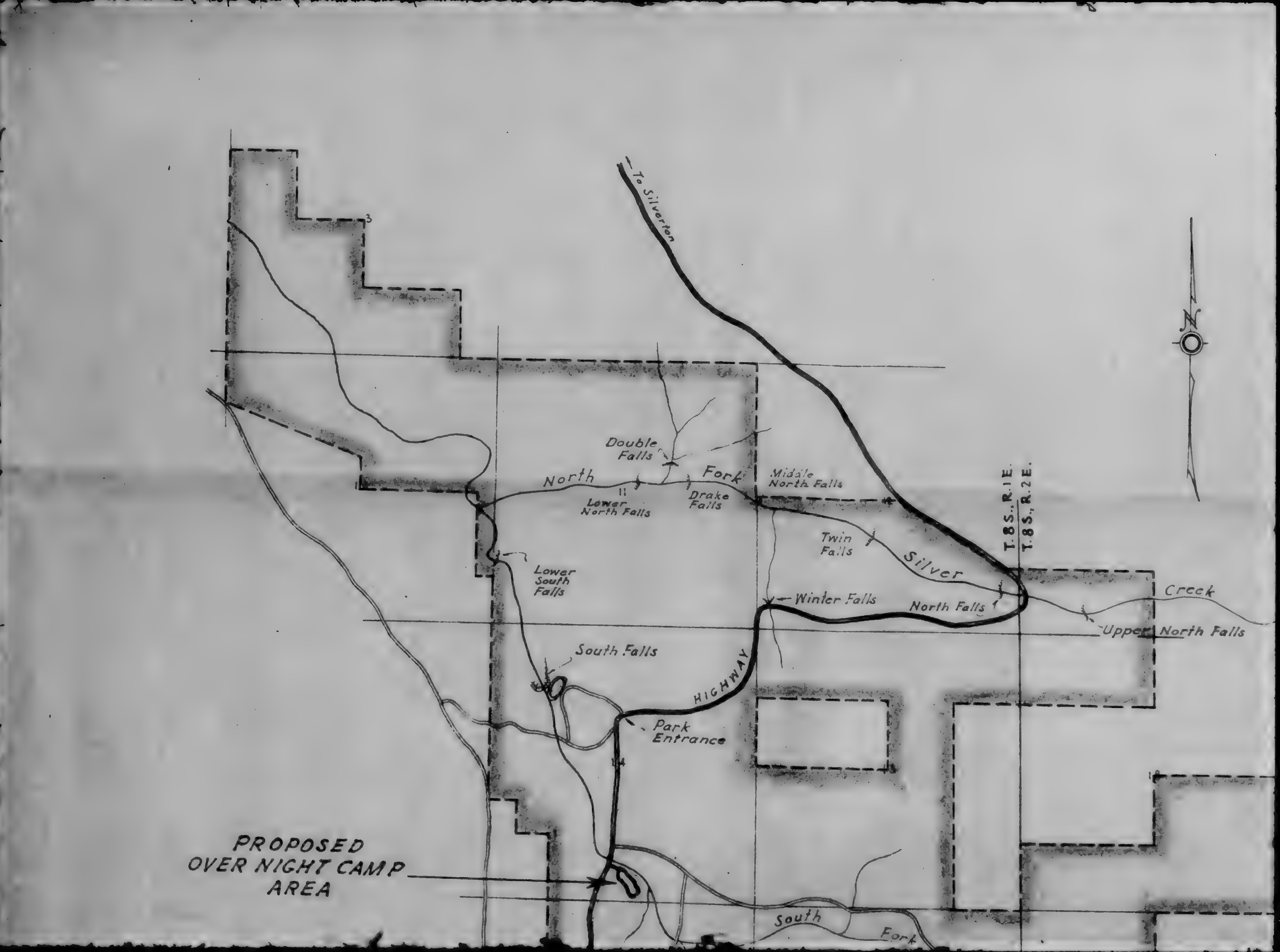
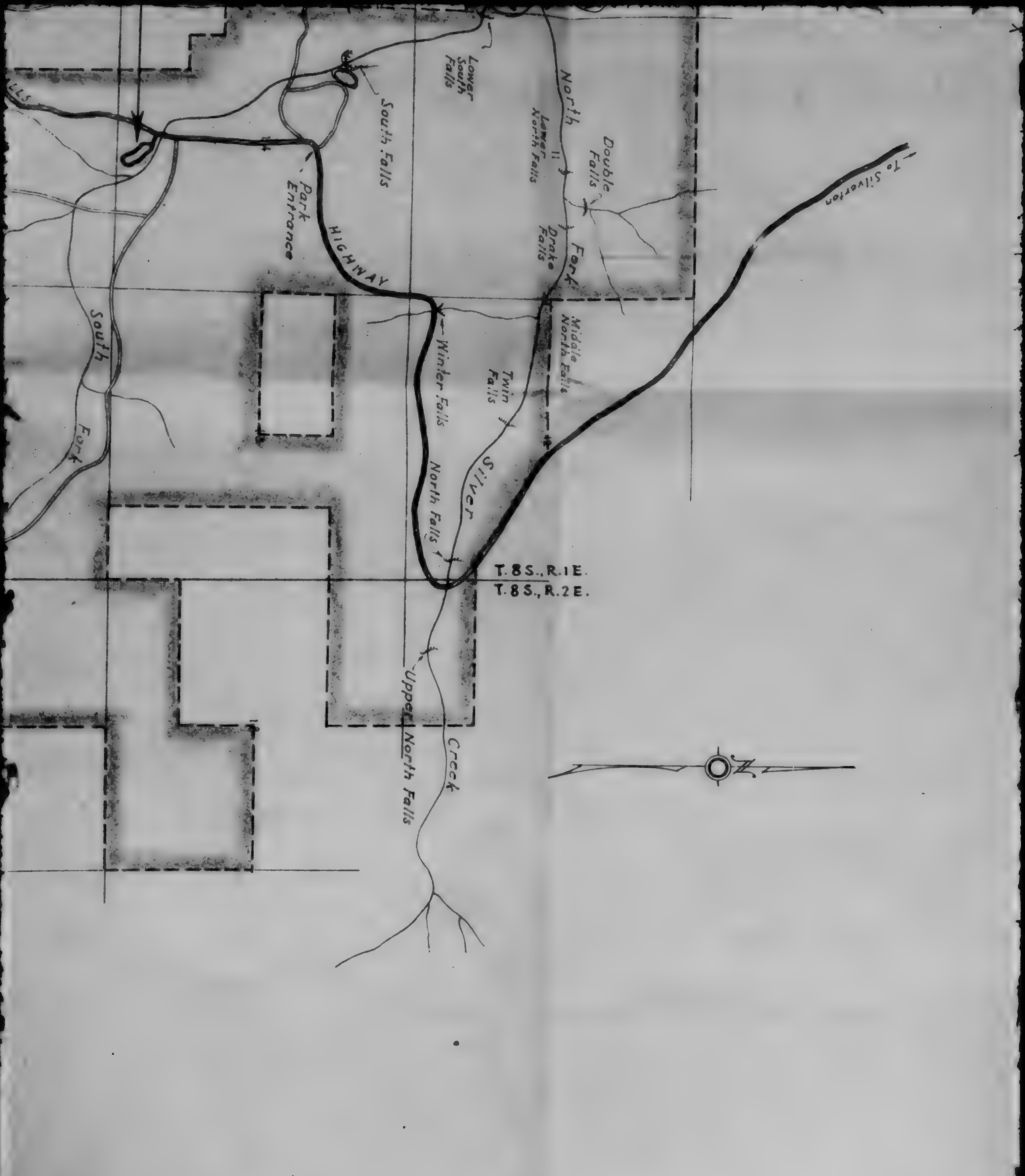
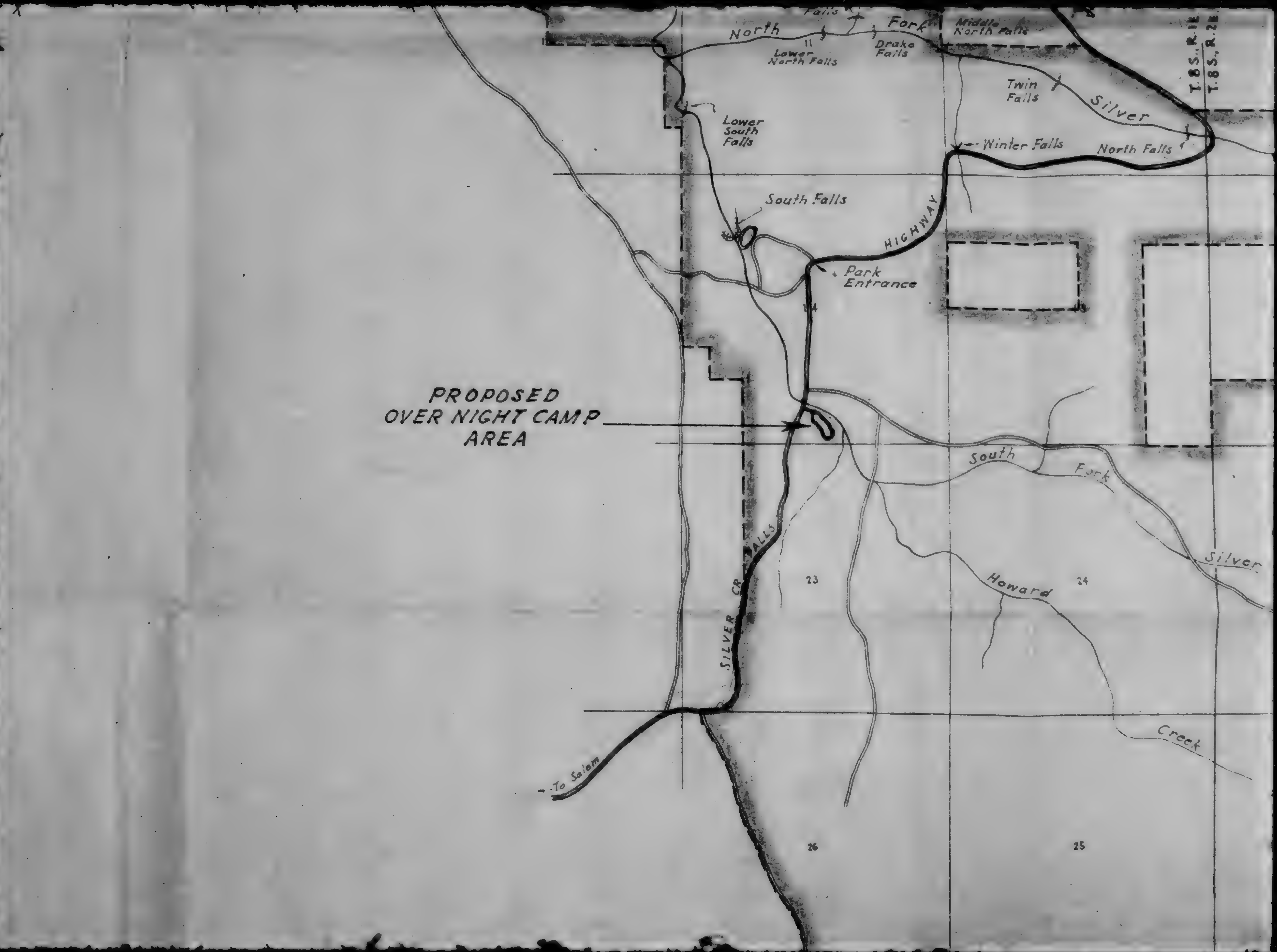
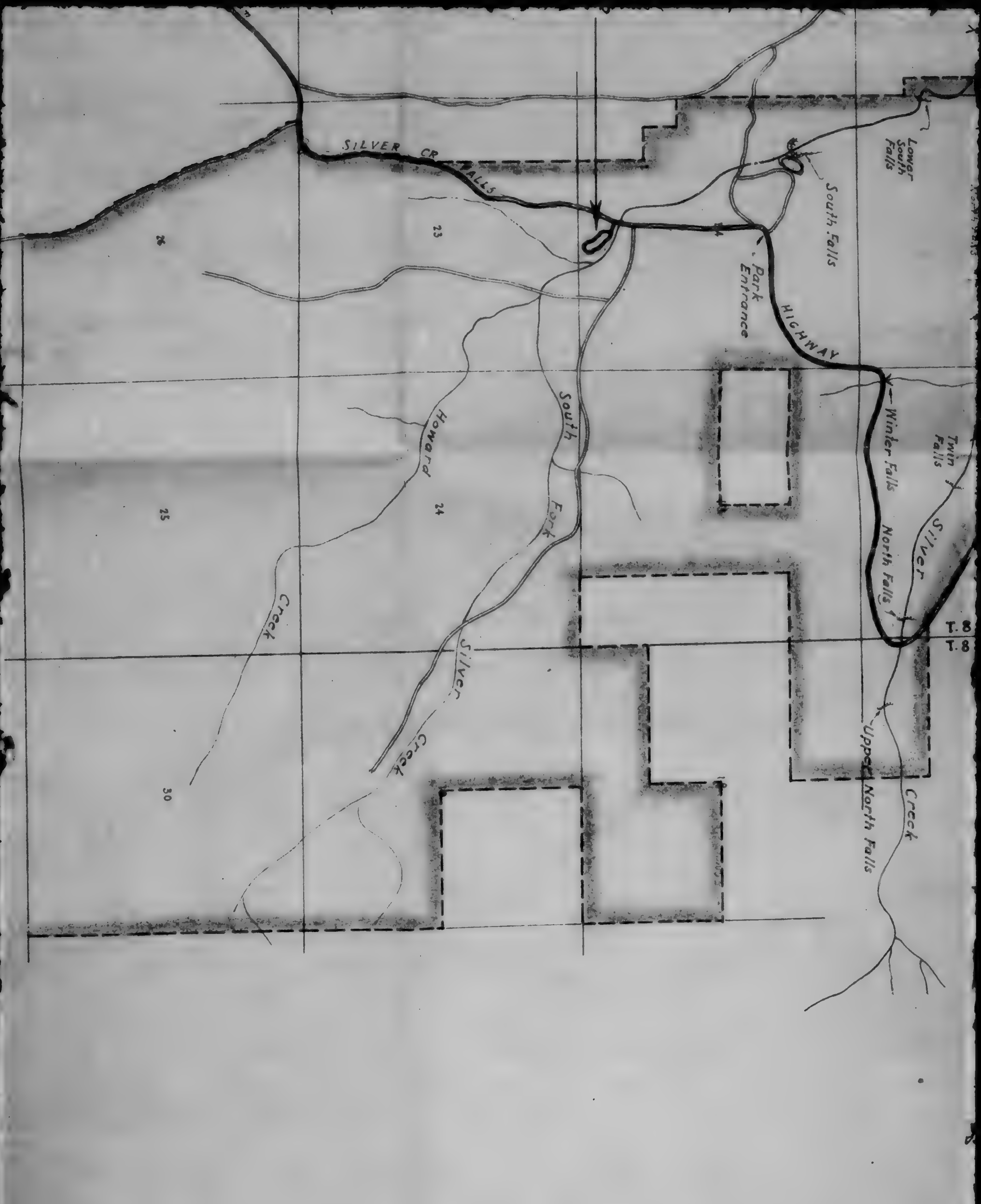
Plus 10%				3,776.00
				$41,100.00


To Silverton
3
Double Falls
North Fork
Lower North Falls
Drake Falls
Middle North Falls
Twin Falls
Silver
Lower South Falls
Winter Falls
North Falls
Creek
T.8S., R.1E.
T.8S., R.2E.
Upper North Falls
South Falls
HIGHWAY
Park Entrance
PROPOSED
OVER NIGHT CAMP
AREA
South Fork
N


Lower South Falls
South Falls
Park Entrance
HIGHWAY
North Fork
Lower North Falls
Double Falls
Drake Falls
To Silverton
Middle North Falls
Twin Falls
Winter Falls
North Falls
Silver
Creek
Upper North Falls
South Fork
T.8S., R.1E.
T.8S., R.2E.
N


PROPOSED
OVER NIGHT CAMP
AREA
To Salem
SILVER CR. FALLS
HIGHWAY
Park Entrance
South Falls
Lower South Falls
North Fork
Falls
Lower North Falls
Drake Falls
Middle North Falls
Twin Falls
Silver
Winter Falls
North Falls
T. 8 S., R. 1 E.
T. 8 S., R. 2 E.
South Fork
Silver
Howard Creek
11
14
23
24
25
26


SILVER CR FALLS
HIGHWAY
Park Entrance
South Falls
Lower South Falls
Twin Falls
Winter Falls
North Falls
Upper North Falls
Silver Creek
South Fork Silver Creek
Howard Creek
T. 8
T. 8
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23
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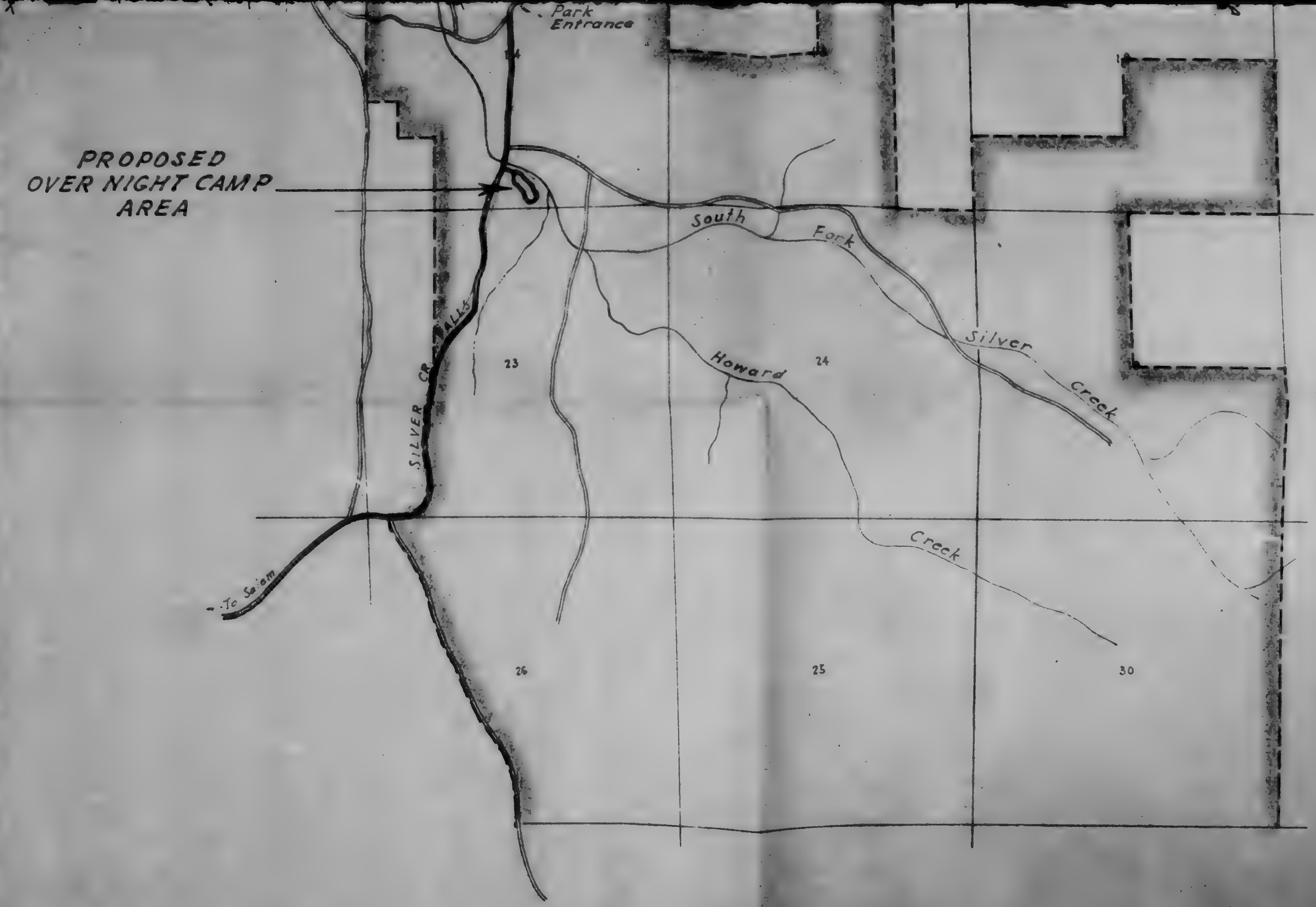
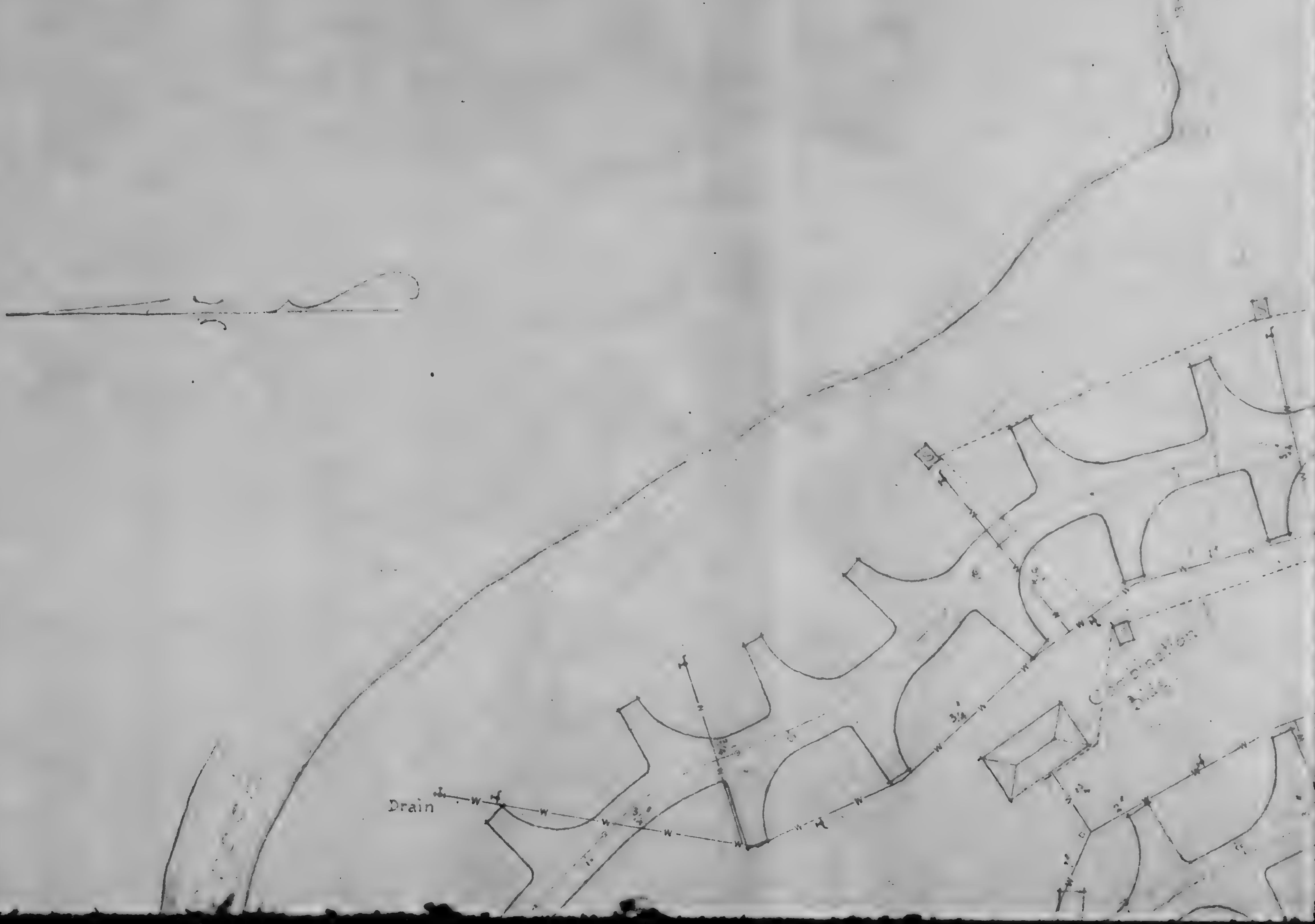
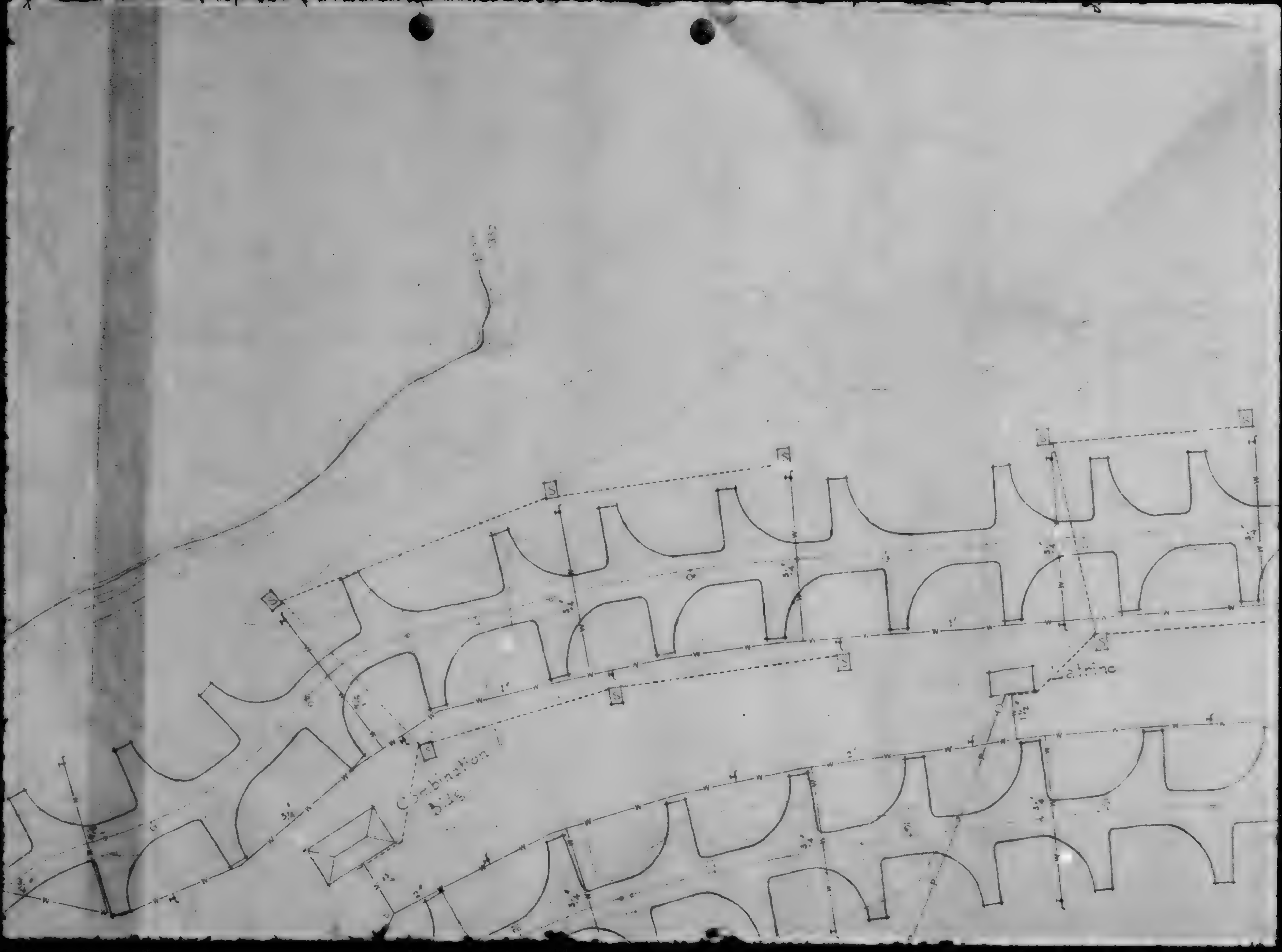
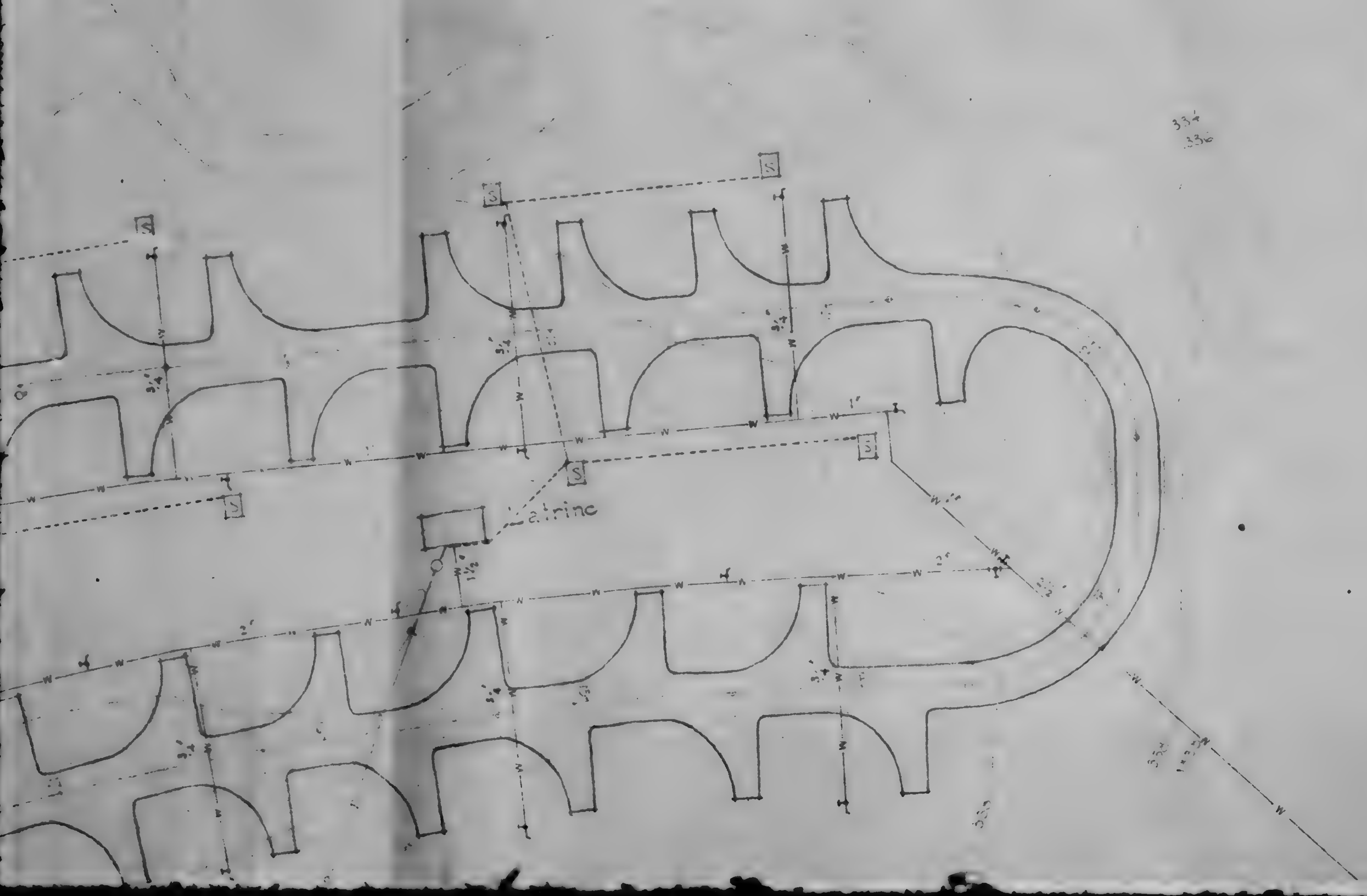


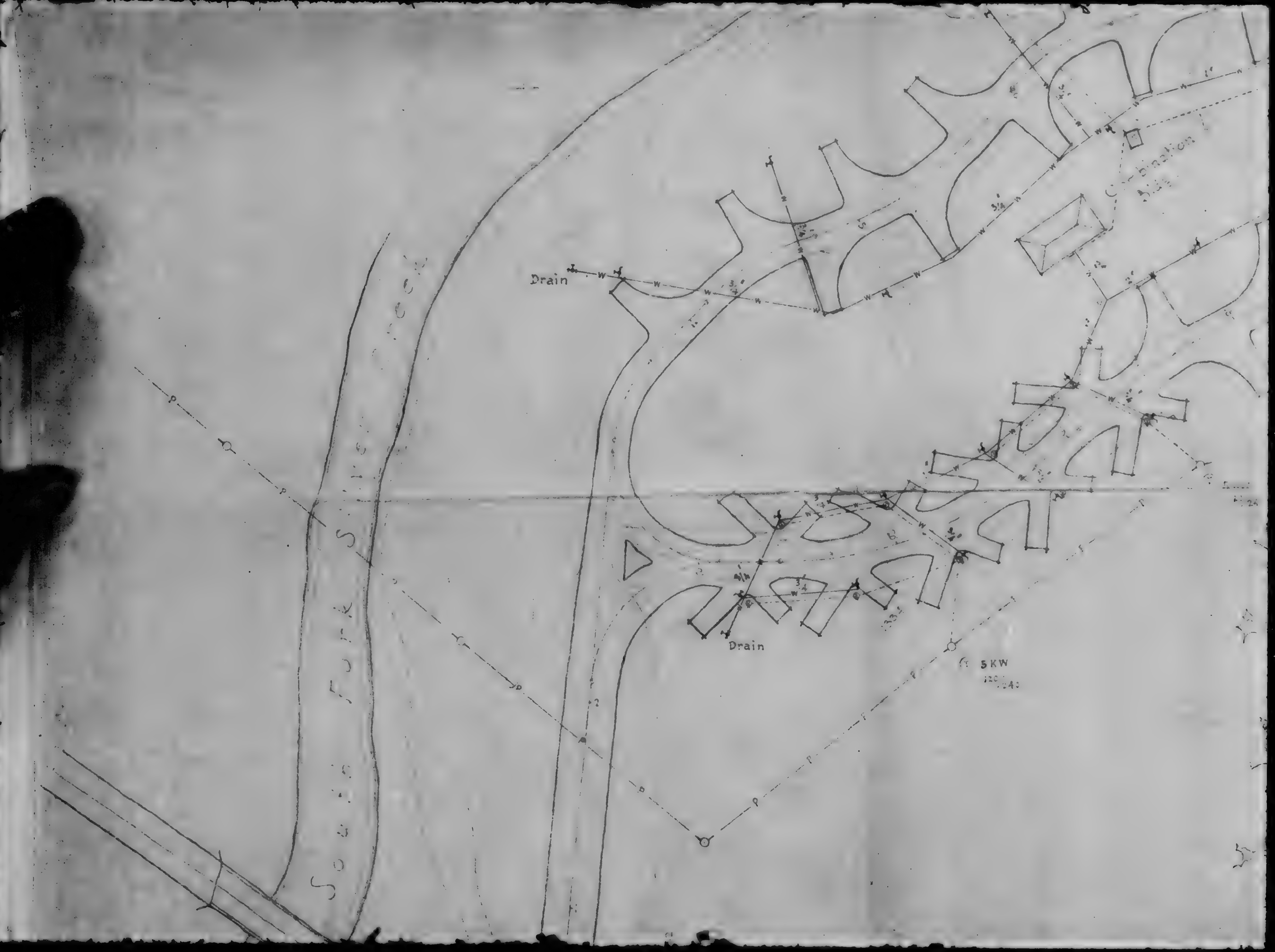
Sketch Map

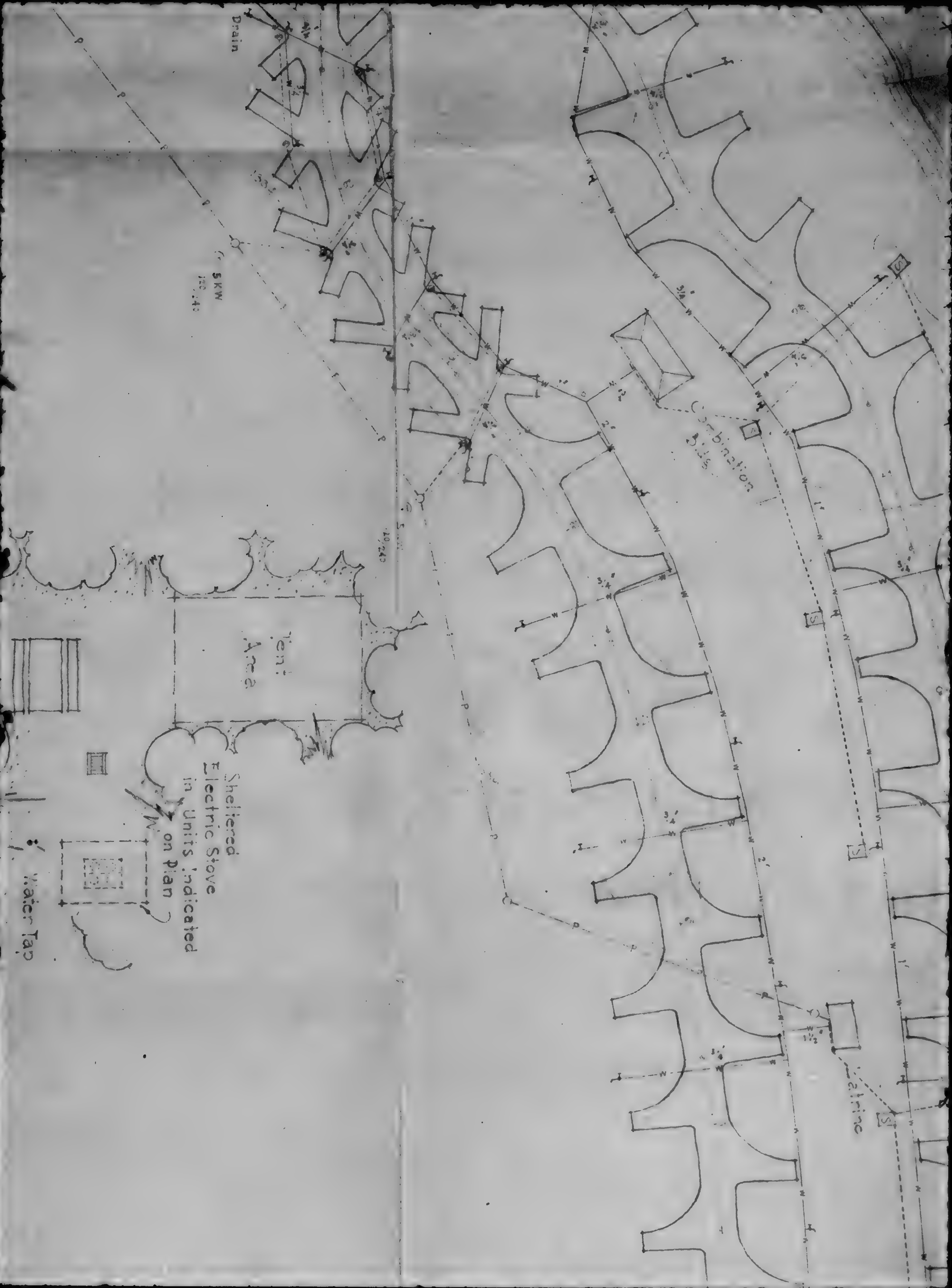
Scale: 1" = 2000'

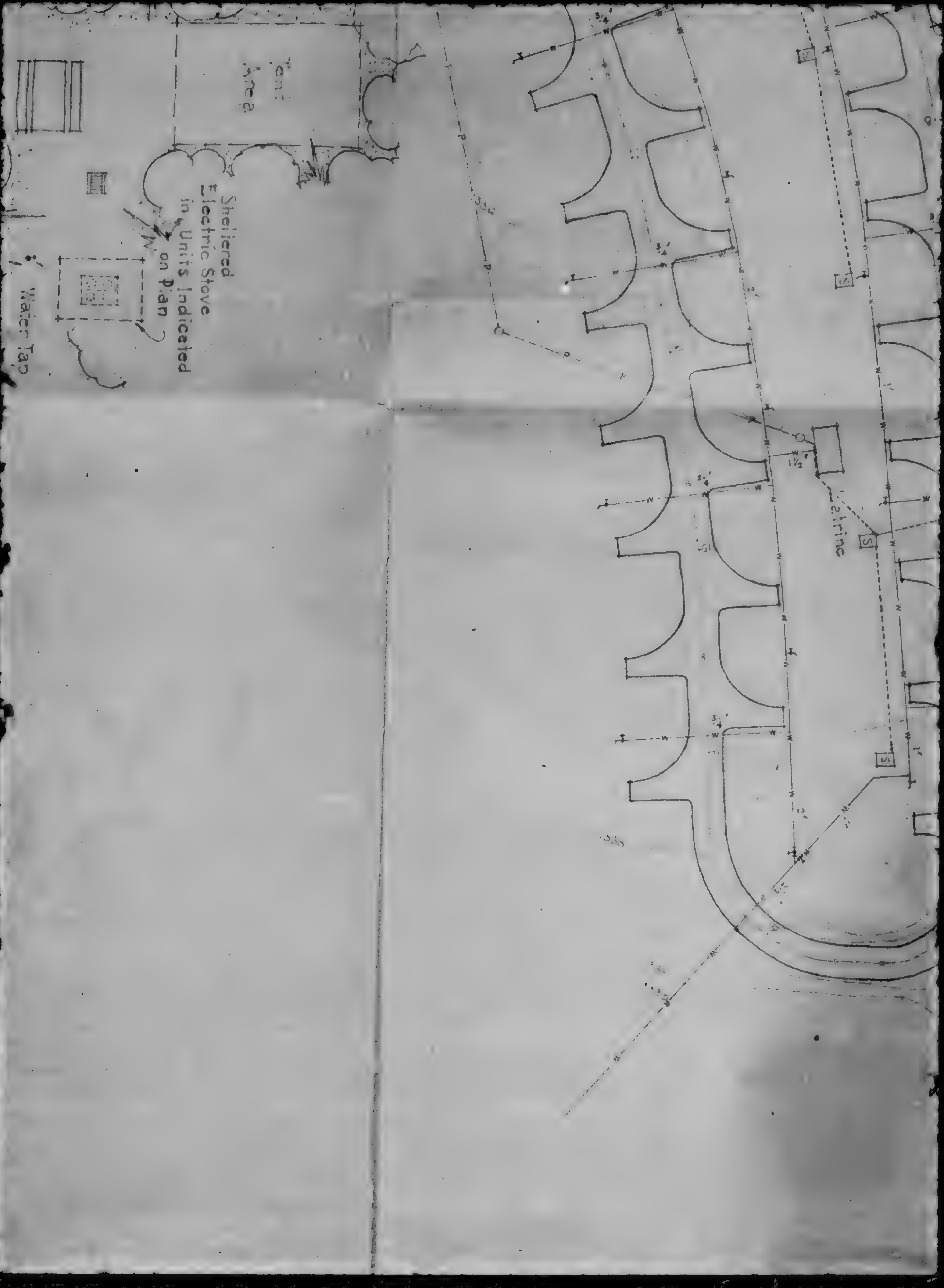

Drain
3/4
3/4
Combination
Bldg.

Combination Bldg.
Latrine
S
W
3/4"
1"
2"
1½"
1332

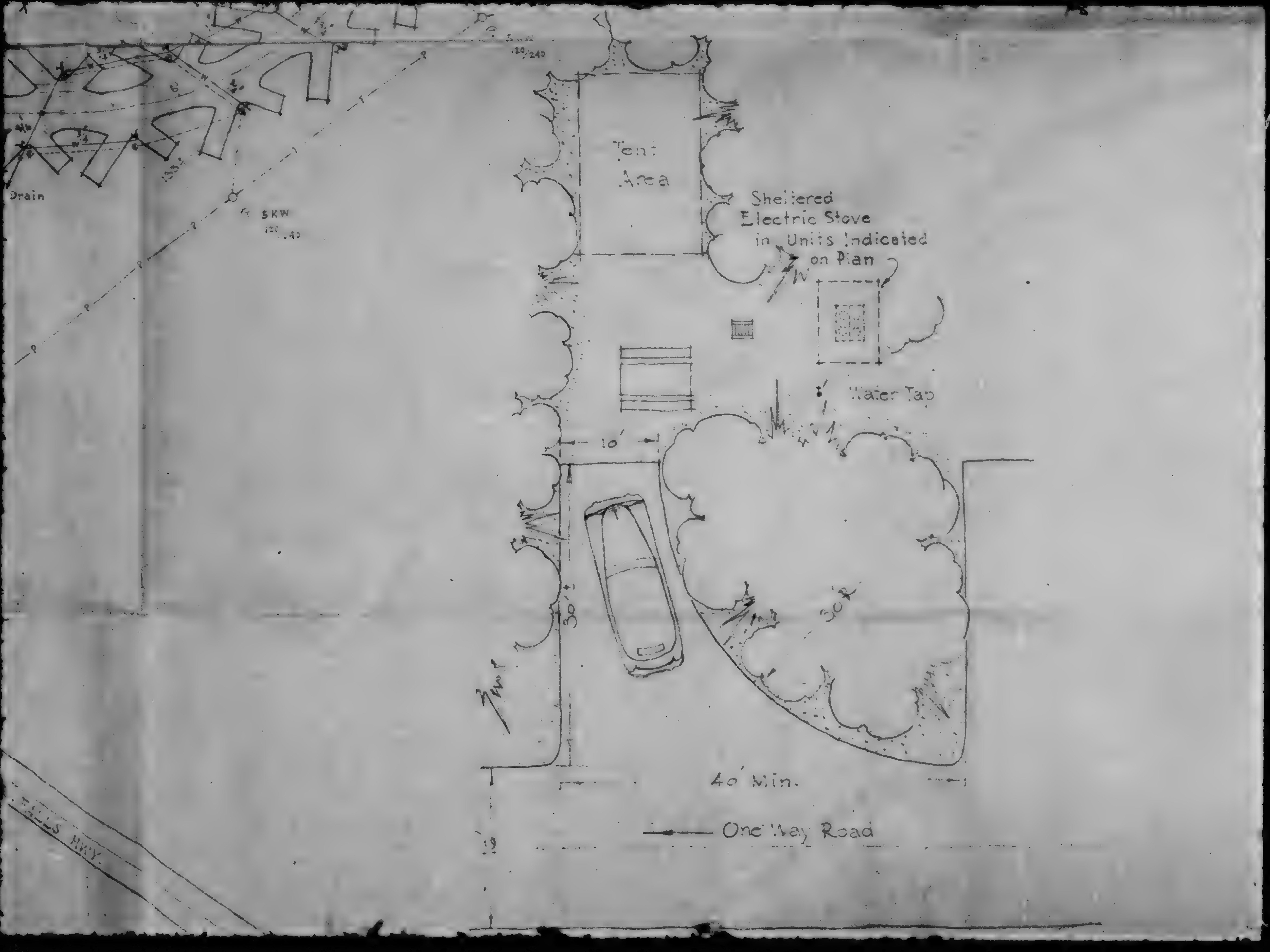

S
W
3/4"
1"
2"
1 1/2"
Latrine
334
336
335

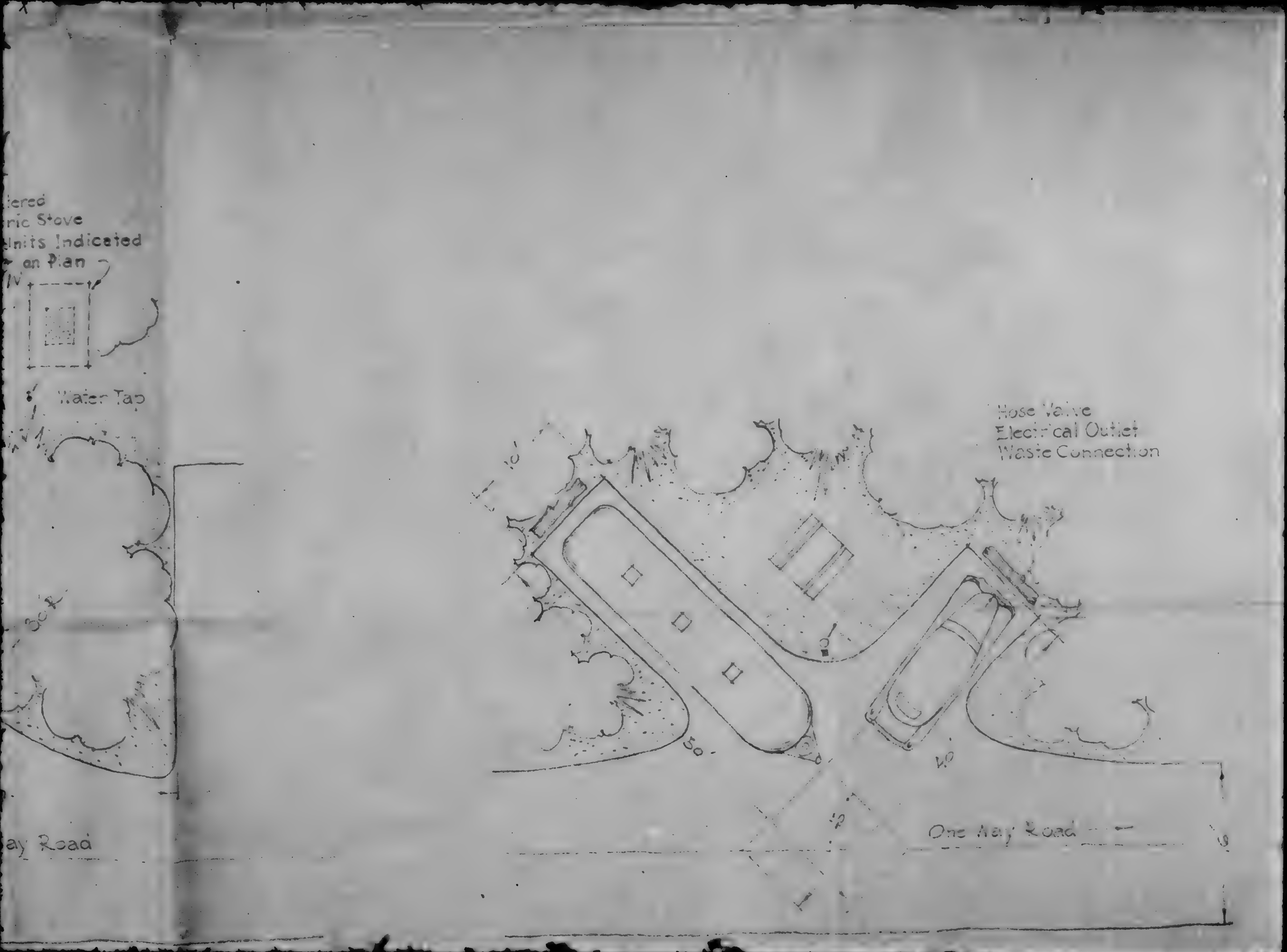

South Fork Silver Creek
Drain
Drain
5 KW
Combination

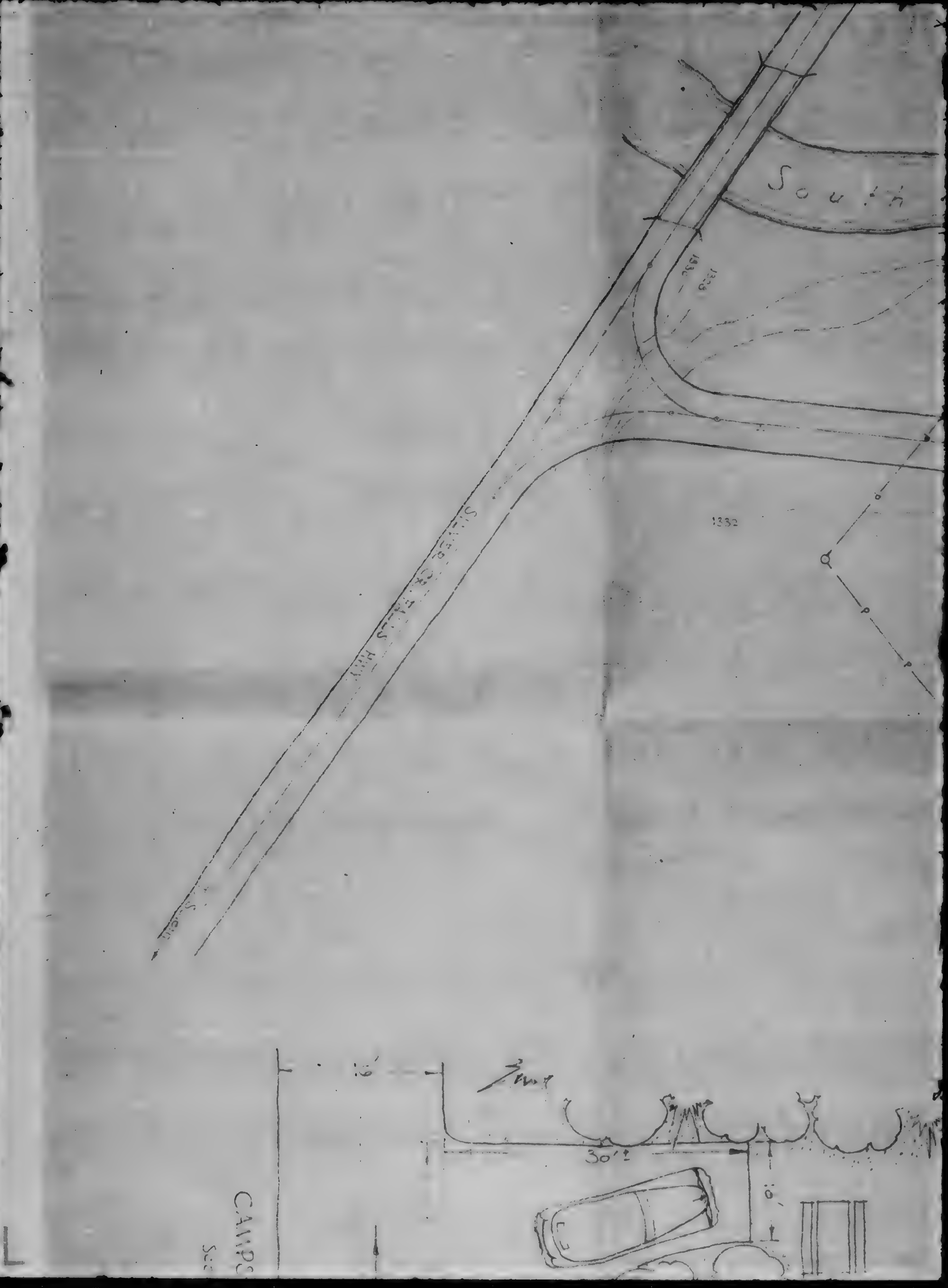

Drain
SKW
Combination Bldg.
Tent Area
Sheltered Electric Stove in Units Indicated on Plan
Water Tap
Latrine
S
W
P
3/4"
1"
1 1/2"
2"

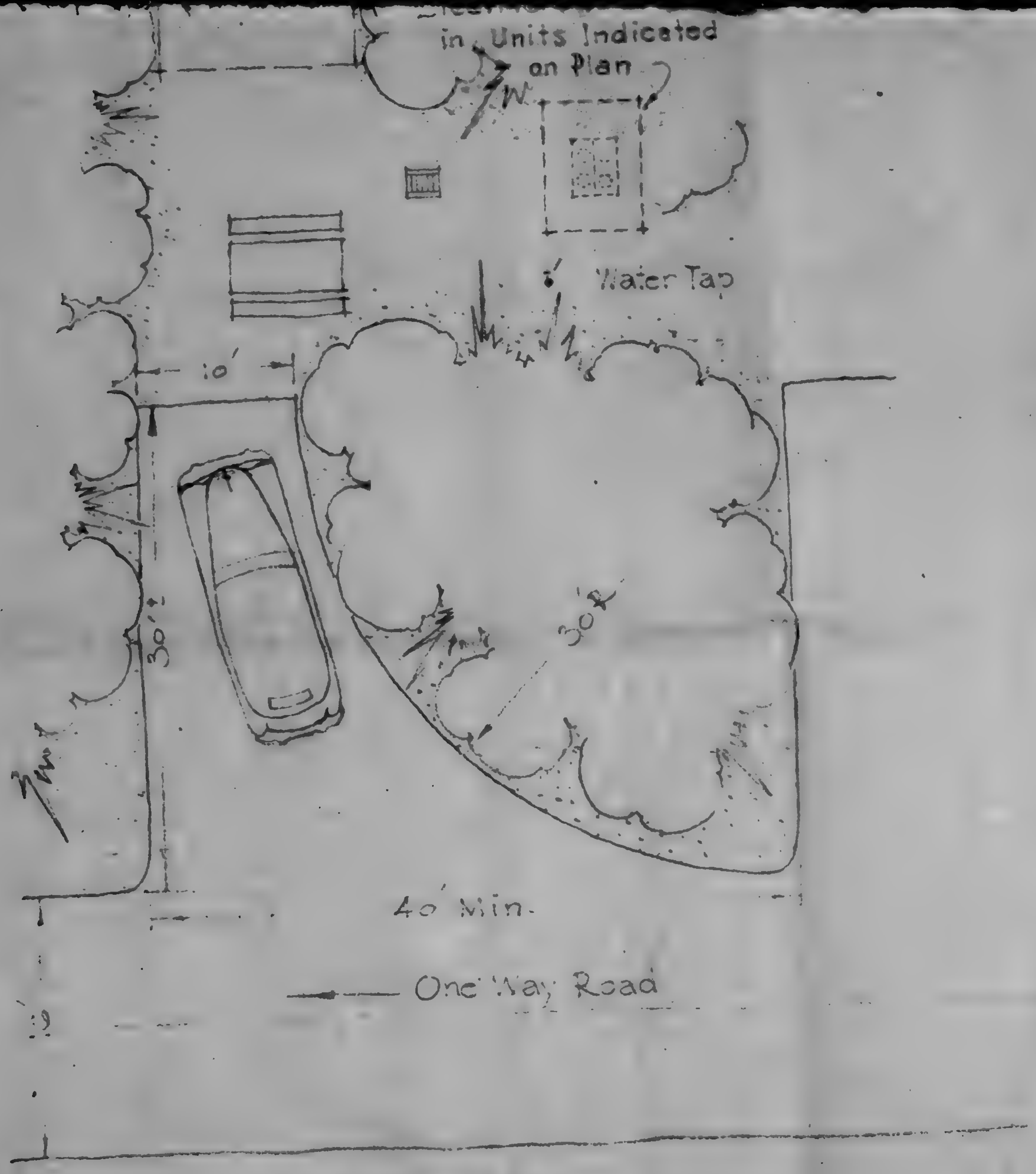

Tent Area
Sheltered Electric Stove in Units Indicated on Plan
Water Tap
Latrine
S
W
P
3/4"
1½"
1"
2"

South Fork Silver
SILVER CR. FALLS HWY.
1332
1336
1332
Drain
5KW
16'


Drain
5KW
120/240
120/240
Tent Area
Sheltered Electric Stove in Units Indicated on Plan
Water Tap
10'
30'±
30'R
40' Min.
One Way Road
19'
FALLS HWY.


…tered
…ric Stove
…Jnits Indicated
… on Plan
Water Tap
30'
Hose Valve
Electrical Outlet
Waste Connection
10'
50'
40'
12'
One Way Road
…ay Road


South
SILVER CR. FALLS HWY
1336
1338
1332
16'
Fence
30'±
6'
CAMPS
Sec

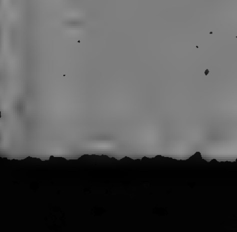


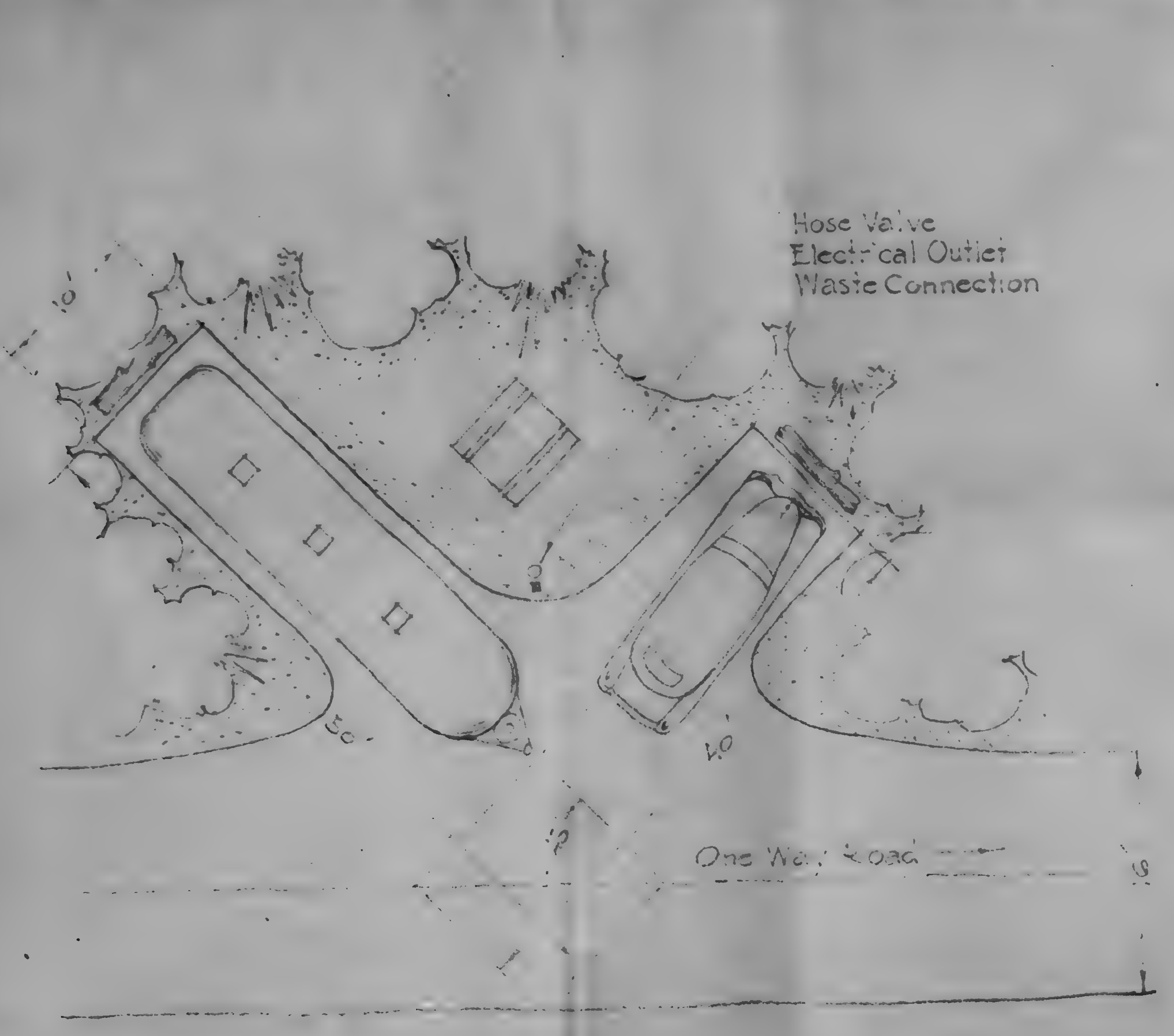
CAMPSITE DETAIL

Scale: 1"=10'

TRAILE

Sc





TRAILER STALL DETAIL

Scale: 1"=10'

SILVER CREEK FALLS
OVER NIGHT CAMP AREA

SCALE: 1"=50'   FEB. 6, 1951

24-3310 Latrine in Champoeg Park 1951

#2526

RECEIVED
OCT [illegible] 1951
FOR FILING

24-3310

3526 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
October 23, 1951

(EST. NO.)	(CONTRACTOR)	
3526	3 Final	Leland J. Flank

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18383	R-26612	$ 300.88	October 23, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1951

Time Extensions: None required

Completion Date: Aug. 10, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-26-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

10-27-51

H. B. Glaisyer
Secretary
By Floyd Query
Floyd Query
Acting Secretary

Warrant Mailed:
A.A. Wiklander

RECEIVED
OCT 15 1951
FOR FILING

34-3510

[illegible]

October 15, 1951

Maryland Casualty Co.
Blatimore 3
Maryland

Gentlemen:

State Highway Contract No. 3526 for construction of Champoeg State Park Latrine in Marion County was completed by the contractor, Leland J. Plank, on August 10, 1951 and was formally accepted by the State Highway Commission on September 12, 1951.

Final payment in the amount of $300.88 will be released to the contractor on or after October 25, 1951. The total contract amount is $3,811.25, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: W. C. Dyer & Sons
Pierce Bldg.
Salem, Oregon

NOTED ON CARD

10-15-51, gl

RECEIVED
JUL 9 1951
FOR FILING

24-3310

3526

July 5, 1951

Mr. Leland J. Plank
1360 Tomlin Ave.
Woodburn, Oregon

Dear Mr. Plank:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3526, which was awarded to you on May 25, 1951 covering construction of Champoeg Park Latrine in Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

BY ______________________
Acting Secretary

gl
encl. 1

RECEIVED
MAY 31 1951
FOR FILING

24-6310

3526

May 31, 1951

Mr. Leland J. Plank
1360 Tomlin Avenue
Woodburn, Oregon

Dear Sir:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3526 for construction of the latrine, septic tank and disposal in Champoeg Park in Marion County. This award was based on your low bid of $3,795.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

327-1705 Dallas Paving Project on 1/51
Ellendale Avenue in Dallas
#3527

RECEIVED
FOR FILING

R.H. Baldock

FINAL COST ANALYSIS

Contracts 3428, 3460 & 3527 Prefixes 127-1021, 336-1704 & 327-1705
Yamhill River-Salt Creek, Willamina & Dallas Sections Dallas-Coast & City Streets
Porter Yett, Contractor
Kenneth Bartel, Resident Engineer

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Yamhill River-Salt Creek Contract No. 3428						
Class "B" Asphaltic Concrete	17,054.12	Tons	$5.50	$5.30	$90,452.24	$93,797.66
RS-1 Emulsion	2.78	"	40.00	41.72	115.98	111.20
3/4"-0" in Shoulders	4,149	Cu. Yd.	2.20	2.64	10,937.15	9,127.80
Willamina (West Main St.) Contract No. 3460						
Grader Work	0.3	Mile	1,500.00	190.07	57.02	450.00
3"-0" in Base	1,356	Cu. Yd.	2.10	1.95	2,649.04	2,847.60
3/4"-0" in Base & Shldrs.	592	" "	3.25	3.35	1,984.77	1,924.00
Sprinkling	36.4	M-Gal.	3.00	3.12	113.65	109.20
3/4"-0" in Binder	75	Cu. Yd.	3.50	3.57	267.48	262.50
RC-3 in Binder	8.69	Tons	50.00	39.30	341.53	434.50
Class "B" Asphaltic Concrete	943.585	"	8.50	6.03	5,692.21	8,020.47
Dallas (Ellendale Ave.) Contract No. 3527						
Class "B" Asphaltic Concrete in Patching	112.06	Tons	9.00	6.03	675.97	1,008.54
Class "B" Asphaltic Concrete	1,072.64	"	8.00	6.00	6,432.54	8,581.12
					$119,719.58	$126,674.59

Gross Revenue	$126,674.59
Total Cost	119,719.58
Net Profit	$ 6,955.01

Net Profit Equals 5.5% of Gross Revenue

NOTED
State Highway Engineer

Yamhill River-Salt Creek, Willamina & Dallas

Detail of Cost

Labor:

Supervision	$1,050.00	
Labor	23,489.05	
Labor Insurance	1,496.26	
		$26,035.31

Materials:

85-100 Asphalt	1,152.0	Tons at	$22.00	$25,344.00	
RC-3 Asphalt	8.69	" "	24.50	212.90	
RS-1 Emulsion	2.78	" "	25.20	70.06	
Paving Aggregate	15,346	Cu. Yd. at	$1.37	21,100.65	
3/4"-0" Cr. Gravel Shldr. Mat'l. at Plant	4,149	" " "	1.65	6,845.85	
3/4"-0" Delivered to Job	592	" " "	2.65	1,568.80	
3/4"-0" in Binder	64	" " "	1.80	115.20	
3"-0" Pit Run Gravel	1,356	" " "	1.40	1,898.40	
Truck Freight on Asphalt				3,168.20	
					60,324.06

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$17,337.00	
Hired Equipment	693.00	
Gas, Oil & Grease	3,032.65	
Plant Fuel	4,637.50	
Move In, Freight & Cartage	1,677.26	
Small Tools & Miscellaneous Supplies	739.39	
Bond	950.05	
Public Liability & Property Damage Insurance	493.12	
Home Office & General Overhead	3,800.24	
		33,360.21

Total Cost $119,719.58

Yamhill River-Salt Creek

Breakdown of Class "B" Asphaltic Concrete

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$3,127.07	19,182.405	Tons	$0.163
Feed Plant	2,429.04	"	"	0.127
Heat & Mix	18,470.98	"	"	0.963
85/100 Asphalt and Freight	28,477.44	"	"	1.485
Aggregate & Muck Sand	21,100.65	"	"	1.100
Overhead & Prorateable Expense	6,748.71	"	"	0.352
	$80,353.89	19,182.405	Tons	$4.189

2,000-Lb. batch plant.

Production averaged 63.0 tons per operating hour.

Yamhill River-Salt Creek, Willamina (W. Main St.) and Dallas (Ellendale Ave.) City Projects

Remarks:

The main project, Yamhill River-Salt Creek Section of the Dallas-Coast Highway, was bid and awarded on November 9th, 1950. The Willamina Section was bid on January 24th, 1951, and the Dallas project was bid on May 25th, 1951. All the contracts were completed by August 9th, 1951.

The contractor moved a 2,000-lb. batch plant to a site adjacent to the Burch commercial gravel plant at Buell, which is situated near the mid-point of the Yamhill River-Salt Creek Section. Aggregates and crushed gravel for all the project was purchased from the Burch plant, and the Class "B" asphaltic concrete for all the jobs was produced at the Buell site. Asphalt was hauled from Portland by the contractor's own transports.

Yamhill River-Salt Creek

An average of 65 tons of Class "B" asphaltic concrete was placed per operating hour, and costs were as follows:

Cost at plant per ton	$4.19
Hauling cost per ton (Av. 2.5 Mi.)	0.44
Street cost per ton	0.55
Traffic cost per ton	0.12
Total	$5.30

Although production was low on the Class "B", there was very little lost time due to breakdowns or weather, and a profit of $0.20 per ton was made on this item.

The 3/4"-0" shoulder material was purchased in stockpile at the Burch plant and was loaded with a hired Hough loader; 4,149 cu. yds. were placed in 70 operating hours at an average of 59 cu. yds. per hour. Low production and a low bid price, and the contractor suffered a loss on this item. The cost was as follows:

Cost in stockpile	$1.65 per cu. yd.
Loading	0.13 " " "
Hauling (Av. 2.5 Mi.)	0.49 " " "
Street cost	0.21 " " "
Overhead and Prorateable	0.16 " " "
Total Cost	$2.64 per cu. yd.

Willamina (W. Main St.)

The average haul on the Class "B" material was 6.0 miles, and the material was placed at an average of 47 tons per hour. The 3"-0" was furnished as pit run and was delivered to Willamina by Burch at a cost of $1.40 per yard. Hauling and placing averaged only 27 yards per hour with a consequential high placing expense. As the contractor had good bid prices on the work on this section, the Willamina work shows a fair profit.

Dallas (Ellendale Ave.)

Placing of the Class "B" mix on this section required 24 hours, and an average of 49 tons was placed per hour. The hauling distance was 10.0 miles.

The contractor made a small profit on the three projects, although the work on the Yamhill River-Sale Creek Section was bid rather low. There were no weather delays and very little lost time from breakdowns.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
FOR FILING
341-1015

OREGON STATE HIGHWAY COMMISSION
OCT.19, 1951
(date)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3527	2 & 3 Final	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17354	R-26473	500.00	Oct. 18, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized. A A Wicklander

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: None required

Completion Date: Aug. 4, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
By
Floyd Query
Floyd Query
Acting Secretary

Warrant Mailed: A A Wicklander

RECEIVED
SEP 24 1951
FOR FILING

327-1951

3527

September 21, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3527, for paving on the Dallas (Ellendale Ave.) City Street Section in Polk County, was completed by the contractor, Porter W. Yett, on August 4 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $500 will be released to the contractor on or after October 1, 1951. The total contract amount is $9,589.66, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
9-24-51 g

327-1705
3527
Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug- 4, 1951

Section Dallas (E[illegible] Avenue

Kind of work Paving

Highway City Street.

Section prefix 327-1705

Contractor Porter W. Yett

Contract number 3527

Date of contract May - 25, 1951

Date of completion Aug- 31, 1951

Date work started July - 25, 1951

Estimated date of completion Aug- 11, 1951

Amount of contract $10700.00

Per cent of time elapsed 71.4 %

Estimated cost of completed project, exclusive of engineering $12037.50

Per cent of contract completed, based on total contract price 891 %

Engineering cost to date $700.00, 6.5 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor paved on Monday and Tuesday of this week completing paving.
Seal not on as yet.

NOTED

NOTED
B. A. MARTIN

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0,37
Miles partially completed					0
Miles completed					0.37
Total estimated quantities					110 - Patch 1160 - Deck
Estimated quantities moved or placed to date					112 - Patch 1067 - Deck
Average daily quantities				2 day Run =	534
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	36	Plant & Field Crews.			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 2, Mixers ...., Crushing or screening plants Paving 1

Paver - 6 Trucks - Semi Tract.

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy A.M. Clear P.M.		
Friday	Clear		
Saturday	"		

RECEIVED
FOR FILING

327-1765

3527

June 22, 1951

Porter W. Yott
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3527 which was awarded to you on May 25, 1951 by the State Highway Commission covering paving on the Dallas (Ellendale Avenue) Section of a city street in Polk County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

[illegible] ON CARD
6-22-51 w

June 5, 1951

Mr. W. Blackley
City Auditor
Dallas, Oregon

Dear Sir:

On May 25, the State Highway Commission awarded Contract No. 3527 to Porter W. Yett for the paving of Ellendale Avenue as a special city allotment project in the City of Dallas. The contract provides that work shall be completed not later than August 31, 1951. A copy of the contract is enclosed for the city's information and records.

I would like to point out that the amount of the contract, $10,700, does not represent the total cost. Twelve and one-half percent of this cost should be added for engineering and contingencies in addition to the survey costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

NOTED
Harold C. Ayers

RECEIVED
MAY 31 1951
FOR FILING

[illegible]

3527

May 31, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3527 for the Dallas Paving Project on Ellendale Avenue in Dallas in Polk County. This contract was based on your low bid of $10,700.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

RECEIVED
FOR FILING

FORM E-30X 25M 8-50 42259

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. F. D. Eason
Division Engineer

Attached hereto is an unexecuted copy of an agreement with the City of Dallas covering the improvement of Ellendale Avenue in connection with the $250,000 special city allotment project in that city. Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Dallas	1
County & City Relations	1
Division No. 2	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
[illegible]

FOR FILING

April 11, 1951

Mr. W. Blackley, City Recorder
City Hall
Dallas, Oregon

Dear Sir:

We are enclosing herewith a fully executedcopy of an agreement between the State Highway Commission and the City of Dallas covering the improvement of Ellendale Avenue from Dallas Coast Highway to Levens Street, in connection with the $250,000 city allotment project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

NOTED
J. W. CATTRALL

March 8th, 1951

Mr. W. Blackley, Auditor
Dallas, Oregon

Dear Sir:

The State Highway Commission at its February 26 - 27 meeting approved a project in Dallas to be constructed from the 1951 $250,000 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis that the city would pay all costs of the project in excess of $15,000 and prepare the street for paving by widening the shoulders, placing required base rock, shoulder surfacing and drainage. The project as approved provides for the placing of asphalt concrete pavement on Ellendale Avenue from the Dallas-Coast Highway to north Levens Street and presently estimated to cost $14,400.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall,
Engineer, City & County
Relations

HCA:blt

DALLAS

PRELIMINARY ESTIMATE

8/21/50

Ellendale Avenue from the Dallas-Coast Highway to Levens Street; also short connection to Salem-Dallas Highway, a distance of approximately 0.40 mile.

Patch present pavement and place 4" thickness of asphaltic concrete 20' in width.

Item	Quantity	Unit Price	Total
Asphaltic concrete in patching	100 tons	$10.00	$ 1,000.00
Type "B" Asphaltic concrete	1200 tons	9.25	11,100.00
RS-1 in seal coat	4 tons	60.00	240.00
Aggregate in seal coat	20 yds.	5.00	100.00

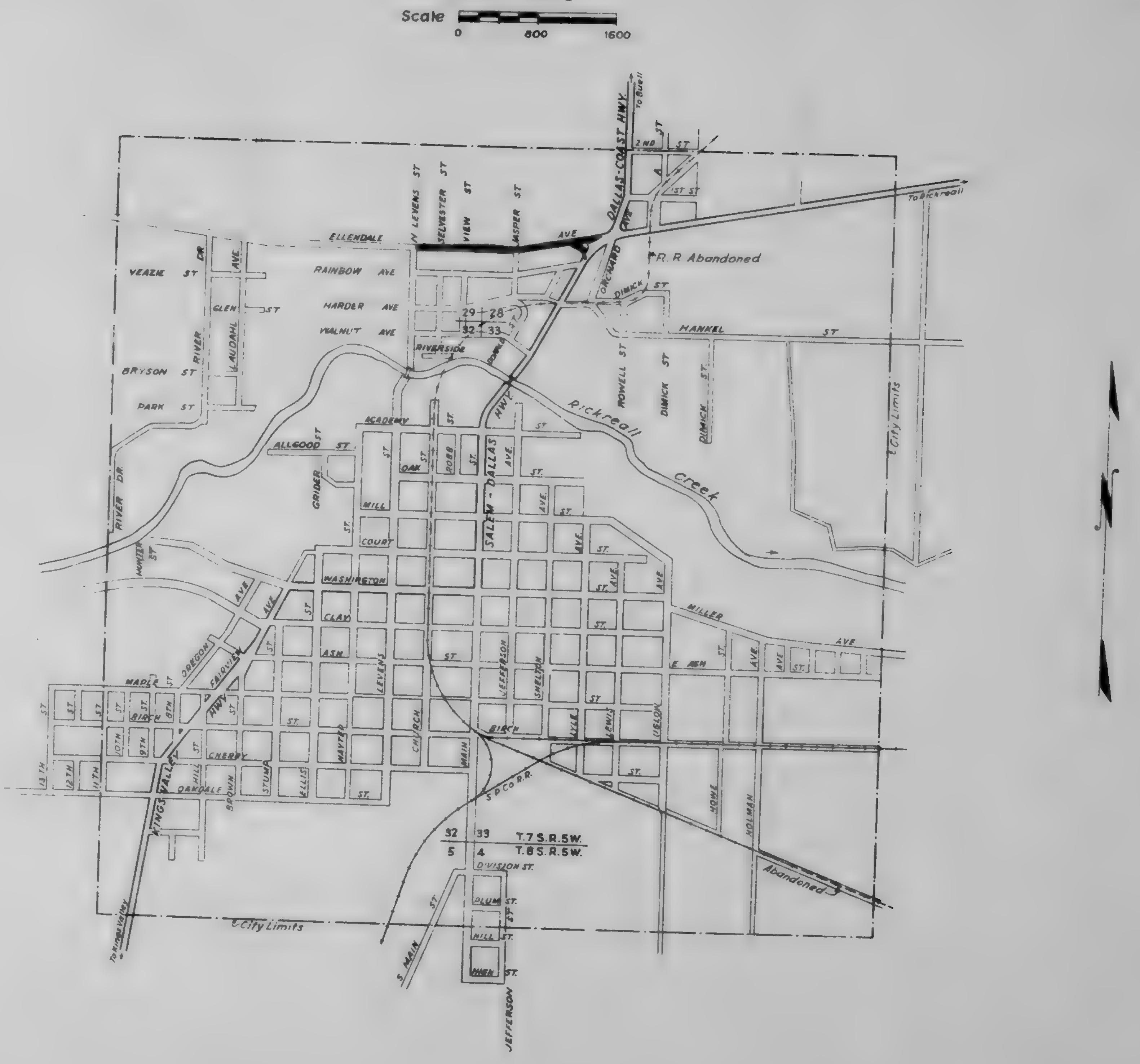
Preliminary Estimate of Construction	$12,440.00
12-1/2% Engineering & Contingencies	1,555.00
Preliminary Engineering	400.00
	$14,395.00

Total Estimate $14,400

NOTE: Present pavement 20' wide, badly raveled, shoulders poor. City will widen roadbed and place shoulder rock and all drainage.

HCA:MM

DALLAS



Rev 8-29-49

Dallas 8-21-50

Visited Mr. Lundberg and went over
jointly inspected Levens Street from Washington
Street to bridge over Rickreall Creek and
Ellendale Ave. from Levens to Dallas-Coast
Highway.

After looking over these streets advised Mr.
Lundberg $15,000 would not repair both streets
and asked him which one he wanted to have
State improve. He asked we pave Ellendale
section and City would take care of Levens.

Advised him city would have to correct
drainage and widen grade to permit some
shoulders — He said City would
completely prepare grade for paving as
he did on Levens last year.

Ellendale carries a very great volume of
log truck traffic and would qualify.

HCG

[illegible] 8-18-50

[illegible] Estimate

[illegible] St.

[illegible] Bridge over Pickwall Creek [illegible] 0.42 miles (2220 [illegible])

[illegible] 1½" A.C. 30 feet width [illegible]

City to do
8-18-50
by Sundberg

[illegible] Avenue

[illegible] Highway to [illegible] St. [illegible] 0.37 mile (1760 [illegible])

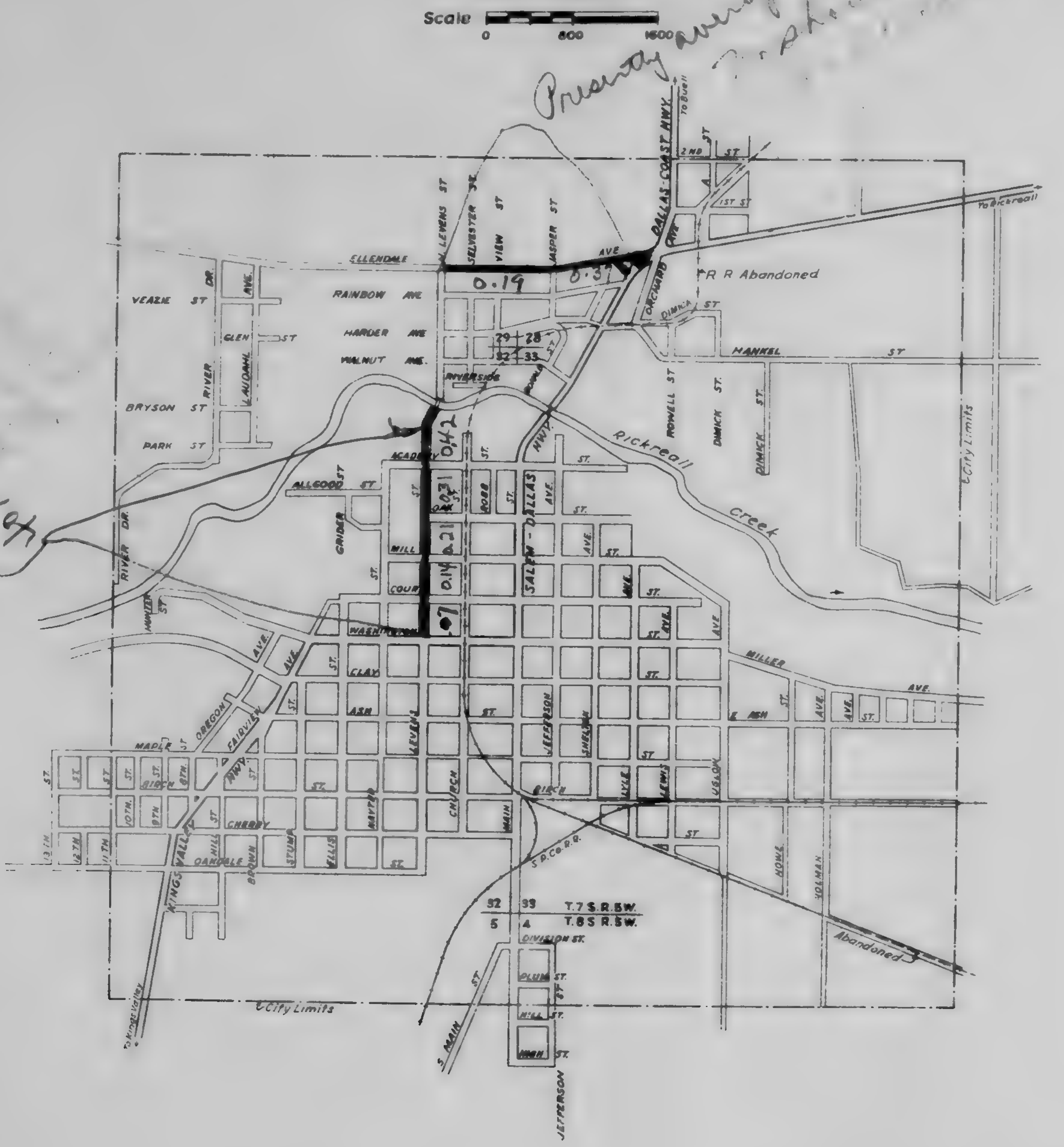
[illegible] badly [illegible] and [illegible] City says [illegible] and clean out [illegible] following.

[illegible] of A.C. [illegible] ditching out where required).

[illegible]	[illegible]	8.75	$16056.25
[illegible]	[illegible]	10.00	1000.00
Emulsion [illegible]	12 tons	50.00	600.00
Aggregate [illegible]	[illegible]	5.00	300.00
	Preliminary Estimate [illegible]		$17956.25
[illegible]	[illegible]		2245.00
[illegible]	[illegible]		200.00
			20,401.25

City [illegible] total [illegible]

DALLAS



City will repair the 40' wide curb to curb.

Presently averages 20' pavement & shoulders

Rev 8-29-49

1.

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of DALLAS is an incorporated city of the State of Oregon, and has a population of 4744, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

Ellendale Road (between Levens St. and the North Dallas intersection)

Levens Street (between Washington St. and the Levens St. bridge)

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, ~~or~~ and heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular ~~or special~~ session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Ellendale Road (between Levens St. and the North Dallas intersection)

Levens Street (between Washington St. and the Levens St. bridge)

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, ~~or~~ and because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of DALLAS does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate C. B. Sundberg as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 17th day of July, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

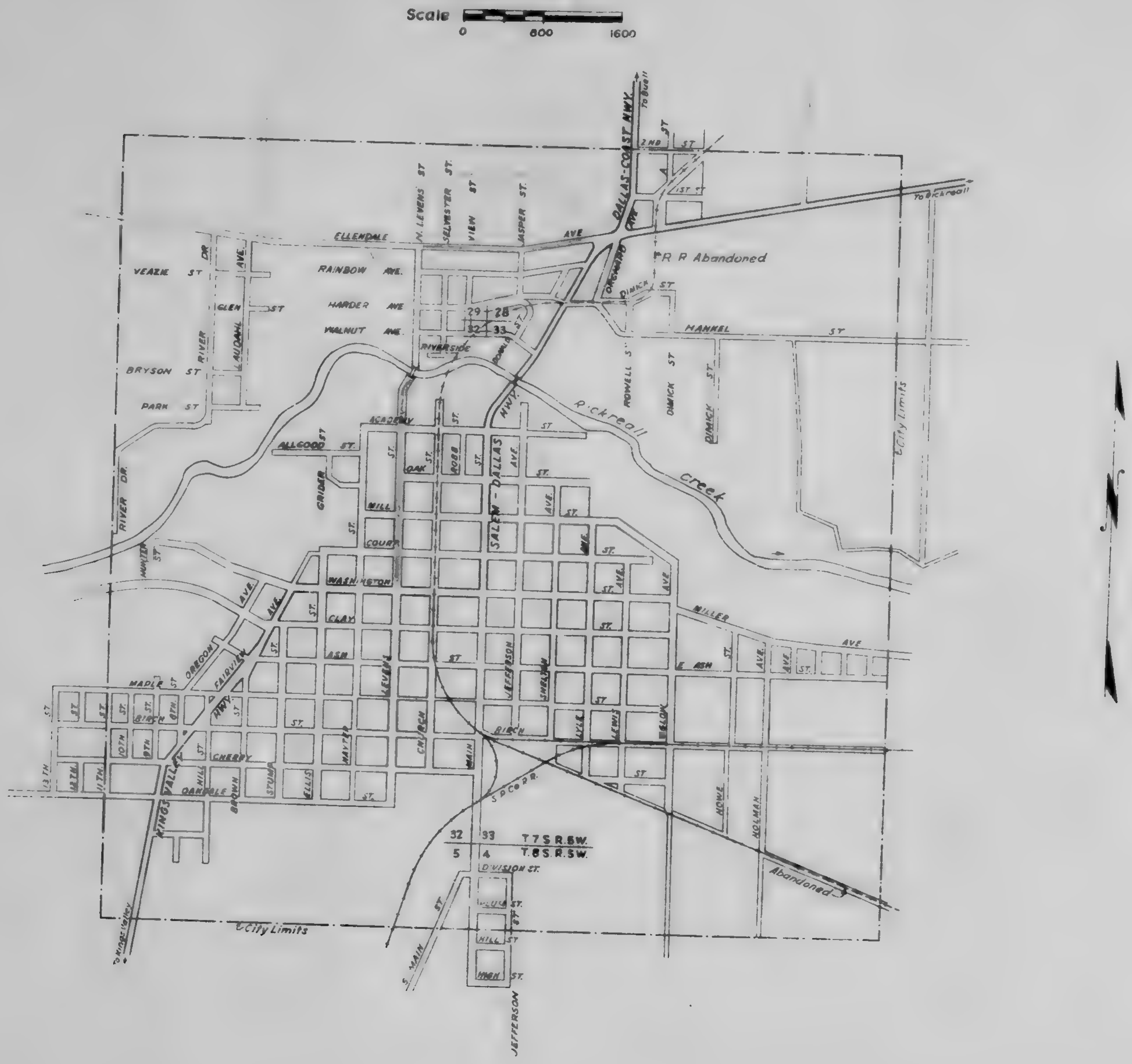
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Dallas at a regular ~~or special~~ meeting of said council, held on the 17th day of July, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of July, 1950.

Hollis Smith
Mayor

C. T. Buckley
City ~~Recorder~~
Auditor

DALLAS



Rev 8-29-49

S-111(1) Island City (Main St.) & 1951
Island City-Lone Tree Secs.,
#3528 Island City-S. Co. Rd.

RECEIVED
FOR FILING
[illegible]
3528

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

October 30, 1952

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are today in receipt of your letter dated October 23rd. stating that the claim against Durbin Bros. and H. J. and H. W. Miller in the amount of $176.60 on contract 3528 has been paid.

We sincerly thank you for this information.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

Emma M. Kemp

Emma M. Kemp
Bond Department

EK

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
[illegible]
FOR FILING

3-111(a)

24

File Lewis

Salem, Oregon
October 24, 1952

Mr. C. H. Maison, Manager
Accounting Division
Building

Dear Mr. Maison:

On September 11 we requested that you withhold the final warrant on Contract No. 3528 until a claim against the contract by the State Department of Agriculture against H. J. and H. W. Miller had been satisfactorily adjusted. We have now received advice that this claim in the amount of $176.60 has been paid and the final estimate warrant may, therefore, be released.

Secretary

FAQ:md

NOTED ON CARD
10-24-52

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1952

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

On July 15, 1952, you were advised by copy of a letter addressed to Mr. Chidsey, that the Department of Agriculture had a bill against H. J. Miller, in the amount of $176.60, for scales which were sealed on the Island City-Lone Tree Contract No. 3528.

I am now advised by the Department of Agriculture that this bill has been paid.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:sh

REFERRED TO
BY SECRETARY

[illegible] notify [illegible]

10-17-52

RECEIVED
FOR FILING

SALEM OFFICES
DIVISION OF ANIMAL INDUSTRY
DIVISION OF FOODS AND DAIRIES
AND WEIGHTS AND MEASURES
DIVISION OF PLANT INDUSTRY
AND MARKET ENFORCEMENT
DIVISION OF ADMINISTRATION

SALEM PHONE 4-2171

STATE OF OREGON
Department of Agriculture
E. L. PETERSON, DIRECTOR
AGRICULTURAL BUILDING
SALEM

PORTLAND OFFICES
DIVISION OF GRAIN INSPECTION
1517 N. W. HOYT ST., PORTLAND 9
PHONE AT 1191
PORTLAND BRANCH OFFICE
TERMINAL SALES BUILDING, PORTLAND 5
PHONE AT 9644

S-111(1)

2528

~~3556~~
~~3728~~
~~3727~~
~~3747~~

3528

October 24, 1952

Mr. H. B. Glaisyer
Secretary to Commission
Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

This is to inform you that a bill of $167.85 has been paid by H. J. and H. W. Miller, Baker, Oregon.

This bill was paid October 16, 1952.

Very truly yours,

Walter B. Steele
WALTER B. STEELE, Deputy
State Sealer
Weights and Measures

lk

NOTED ON CARD
11-24-52

Gerry

RECEIVED

FOR FILING

2-111(1)

3528

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 22, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3528	9-final	Durbin Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17433	R-49760	$ 4,342.82	Sep. 22, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: to June 17, 1952 without penalty

Completion Date: June 17, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 10-27-52.

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wahlander

[illegible]

-27-

RECEIVED
1952
FOR FILING

September 11, 1952

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3528 for work performed on the Island City (Main St.) and Island City-Lone Tree Sections of Island City Streets and Island City-South County Road in Union County was completed by the contractor, Durbin Bros., on June 17 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $4,342.82 will be released to the contractor on or after September 22, 1952 providing outstanding claim has been satisfied and this office advised. The total contract amount is $144,711.46, of which amount $1,400.00 represents force account items.

There is a claim filed against this project by Mr. Walter Steele of the Department of Agriculture, of which you have been previously notified. This claim is against H. J. and H. E. Miller, subcontractors on this project, and is in the amount of $176.60 for sealing scales for the contractor.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington St.
Portland 5, Oregon

Durbin Bros.

H.J. and H.E. Miller
Portland Branch Office

NOTED ON CARD
1-11-52, jf

(See over)

RECEIVED
SEP [illegible] 1952
FOR FILING

[illegible]

[illegible]

September 9, 1952

Durbin Bros.
597 High St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 230 days, from October 31, 1951 to June 17, 1952, within which to complete your contract No. 3528 for grading and paving on the Island City (Main St.) and Island City-Lone Tree Sections of Island City Streets and Island City-South County Road in Union County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

C. D. Cannon,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

[illegible]

FORM A-87 5M
STATE PRINTING DEPT.

Page 1

NOTED
Harold [illegible]

OREGON STATE HIGHWAY COMMISSION

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

NOTED
J. W. CATTRALL

FROM: S. H. Probert   Salem, OREGON

TO: ACCOUNTING DIVISION—   DATE 9-4-52

PLEASE transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Payments to Contractor, Cont. #3528 (INDICATE NAME OF ORIGINAL DOCUMENT)   NO. 9-Final   DATE 8-29-52

Durbin Bros., 2597 Roosevelt Blvd., Eugene, Oregon (IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE			CREDIT	
			DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT
35.44	cu.yd	Structural Excavation Unclass. at 3.00		106	32		
29.56	cu.yd	Trench Excavation, Unclass. at 1.50		44	34		
922.56	cu.yd	Special Borrow Excavation, Unclassified at 0.54		498	18		
1049.3	cu.yd	General Excavation, Unclass. at 0.30		314	79		
663	yd.mi	Truck Haul on Special Borrow at 0.17		112	71		
0.23	mile	Finishing Roadbed & Slopes at 900.00		207	00		
691.5	lin.ft	12" Concrete Culvert Pipe at 1.85		1,279	28		
1	each	Concrete Catch Basin at 125.00		125	00		
1,949	cu.yd	Selected Roadbed Topping at 0.54		1,052	46		
1697.5	yd.mi	Hauling Roadbed Topping at 0.20		339	50		
365	cu.yd	3/4"-0 Material in Base and Shoulders at 2.65		967	25		
64.61	M-gal.	Sprinkling at 2.50		161	53		
0.23	mile	Preparation of Base at 200.00		46	00		
		TOTAL					

REASON FOR THIS REQUEST:

NOTED
J. F. HAGEMANN

RECEIVED
SEP 8 1952
ENGINEER[illegible]

APPROVED: S. H. Probert DIVISION ENGINEER

APPROVED: STAFF ENGINEER

PREPARED BY: CLERK

APPROVED: DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.:

ENTERED BY:

DATE ENTERED:

OREGON STATE HIGHWAY COMMISSION

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

FROM: S. H. Probert

Salem, OREGON

TO: ACCOUNTING DIVISION—

DATE 9-4-52

PLEASE transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Payments to Contractor, Cont. #3528 (INDICATE NAME OF ORIGINAL DOCUMENT) NO. 9-Final DATE 8-29-52

Durbin Bros., 2597 Roosevelt Blvd., Eugene, Oregon
(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE		CREDIT	
			DISTRIBUTION	AMOUNT	DISTRIBUTION	AMOUNT
70	cu.yd	3/4"-0 Material in Binder at 4.00		280 00		
5.94	ton	MC-2 Asphalt in Binder at 50.00		297 00		
631.010	ton	Class "B" Asphaltic Concrete at 7.60		4,795 68		
2.79	ton	RC-1 Asphalt in Seal at 50.00		139.50		
10	cu.yd	Aggregate in Seal Coat at 4.00		40 00		
663	yd.mi	Extra Allowance for Truck Haul on Special Borrow at 0.026		17 24		
		Subtotal	331-1702-201	10,823 78	331-1026-201	10,823 78
		Engineering $12,117.03 - 7.47	331-1702-900	905 14	331-1026-900	905 14
		TOTAL		11,728 92		11,728 92

REASON FOR THIS REQUEST: To transfer City share of construction and engineering charges to Island City (Main St.) Section. For work done under Contract No. 3528.

APPROVED: S H Probert DIVISION ENGINEER

APPROVED: STAFF ENGINEER

PREPARED BY: D B Parkes CLERK

APPROVED: DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.:

ENTERED BY:

DATE ENTERED:

RECEIVED
FOR FILING

August 13, 1952

Oregon State Highway Commission

Request for extension of time
No. 17
August 18 and 19 meeting

Gentlemen:

Herewith a request from Durbin Brothers for an extension of time on Contract No. 3528, Island City and Island City-Lone Tree Section, from October 31, 1951 to June 17, 1952.

The fill materials used on this section were taken from underwater excavation and failed to drain and properly compact in time to permit satisfactory paving last fall. The Engineer requested that the Contractor postpone his paving until this spring.

For this reason, I would recommend the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure
cc Mr. H. G. Smith
EAP: bl

RECEIVED
JUL 23 1952
FOR FILING

Mr. Lewis

July 18, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

It has been called to our attention verbally that the State Department of Agriculture, Bureau of Weights and Measures, has a claim against E. J. and H. W. Miller in the amount of $176.60. This claim is for sealing scales on the Island City-Lone Tree and Island City Section within the city and on a county road. The principal contractor is Durbin Bros. and apparently Mr. Miller is a sub-contractor on th job. The bill, we are advised, was incurred on October 3, 1951.

This information is furnished as your Company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington St.
Portland 5, Oregon

Durbin Bros.
597 High Street
Eugene, Oregon

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

NOTED ON CARD
[illegible]

FORM E-30X 25M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 15, 1952

SUBJECT:

To: Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I am advised by Mr. Walter Steele, of the Department of Agriculture, that on October 3rd, 1951, they sealed the scales for H. J. Miller, on the Island City - Lone Tree Contract No. 3528. The bill for this work was $176.60, which has been billed to Mr. Miller, and which has not as yet been paid.

Will you please bring this to the attention of the contractor, and advise him that it must be paid before the Final Estimate can be released.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc H. B. Glaisyer

Walter Steele
Bureau of Weights and Measures
State Department of Agriculture

Query - Mrs Lewis
BY SECRETARY

NOTED
F. QUERY
[illegible]
7-15-52

RECEIVED
JUL [illegible], 1952
FOR FILING

July 16, 1952

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Durbin Bros. on contract No. 3528, for grading and paving on the Island City (Main St.) and Island City-Lone Tree Sections of Island City Street and Island City-South County Road in Union County.

This payment, in the amount of $9,901.91, will be released to the contractor on or after July 26, 1952. The retained percentage is $4,338.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S.W. Washington St.
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

7-16-52, g

RECEIVED
FOR FILING
FORM E-30X 25M 9-49 34893

Copy for [illegible] Baldock

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1952

SUBJECT:

To:

Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I am advised by Mr. Walter Steele, of the Department of Agriculture, that on October 3rd, 1951, they sealed the scales for H. J. Miller, on the Island City - Lone Tree Contract No. 3528. The bill for this work was $176.60, which has been billed to Mr. Miller, and which has not as yet been paid.

Will you please bring this to the attention of the contractor, and advise him that it must be paid before the Final Estimate can be released.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc K. B. Glaisyer

Walter Steele
Bureau of Weights and Measures
State Department of Agriculture

NOTED
J. W. CATTRALL

June 24, 1952

Mrs. Nellie B. Hickey
City Recorder
Island City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

This is to advise that Contract No. 3528 for the paving of Main Street as a Special City Allotment project in Island City was completed on June 17, 1952.

Under the terms of the agreement dated April 13, 1951, the City now assumes the maintenance of and continues jurisdiction over the above named project as of the date of completion, June 17, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:[illegible]

Form E-1—10M—7-50

[illegible]-111(1)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1952

Section Island City-Lone Tree

Kind of work Grading & Paving

Highway County Road

Section prefix 231-1026

Contractor Durbin Bros.

Contract number 3528

Date of contract May 25, 1951

Date of completion October 31, 1951

Date work started June 25, 1951

Estimated date of completion June 17, 1952

Amount of contract $149,422.00

Per cent of time elapsed 393/128 307 %

Estimated cost of completed project, exclusive of engineering $145,250.00

Per cent of contract completed, based on total contract price %

Engineering cost to date $9,700.00, 6.5 %

Date project was completed June 17, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed June 17, 1952.

Final Estimate to Division Office June 20, 1952.

Contractor, Durbin Bros., advised to submit Request for Extension of Time.

Final Report

NOTED
H. G. SMITH

RECEIVED
JUN 23 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.87	2.87			2.87
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair	Wind & Rain	
Thursday	Cloudy		
Friday	Fair		
Saturday			

State Printing Dept. 41608

RECEIVED
FOR FILING

June 19, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 17, 1952 on Contract No. 3528, Island City (Main St.) and Island City-Lone Tree Section, in connection with Federal Aid Project No. S-111 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
FOR FILING

June 19, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 17, 1952 on Contract No. 3528, Island City (Main St.) and Island City-Lone Tree Section, in connection with Federal Aid Project No. S-111 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

NOTED
J. W. CATTRALL

June 5, 1951

Mrs. Nellie B. Hickey
City Recorder
Island City, Oregon

Dear Madam:

On May 25, the State Highway Commission awarded Contract No. 3528 to Durbin Brothers for the paving of Main Street as a special city allotment project in the City of Island City. This contract also includes the grading and paving of the Island City-Lone Tree County Road. The contract provides that all work shall be completed not later than October 31, 1951.

A copy of the contract is enclosed for the city's information and records. Only that portion dealing with Unit A-Island City (Main Street) Section applies to the city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

NOTED
Harold C. Ayers

RECEIVED
FOR FILING

FORM 2104

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. A. COLLINS,
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

November 6, 1951

J.A.H.
11-6-51

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attn: Mr. W. C. Williams, Asst.

Dear Sir:

Answering your inquiry Nov. 2 relative installation of cross-buck and advance warning signs and paving of the Island City-South County Road in Union County:

Regret I overlooked advising you in my letter of Nov. 1 of our willingness to assume maintenance expense on these signs after installation has been made.

Yours truly,

FORM 2104

RECEIVED
1951
FOR FILING

S-111(1)

[illegible]

IP/

November 2, 1951

Mr. L. A. Collins
General Manager Northwestern District
Union Pacific Railroad Company
628 Pittock Block
Portland 5, Oregon

Dear Sir:

With reference to reflectorized cross-buck and advance warning signs and paving at the crossing of the Island City-South County Road with the Union Pacific tracks 5½ miles south of Island City in Union County, please be advised that we are requesting our Division Engineer, Mr. E. F. Chidsey, at La Grande, to contact your Superintendent, Mr. R. A. Roberts, at La Grande before the paving work is undertaken.

We will proceed to erect the reflectorized cross-buck signs and advance warning signs but would appreciate your assurance that you will maintain the cross-buck signs after the installation is completed. This is as requested in our letter to you under date of September 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM 2104

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. A. COLLINS,
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

November 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams, Asst.

Dear Sir:

Your letter, Oct. 15, with reference to your request Sept. 25 for authority to install reflectorized cross-buck signs and reflectorized advance warning signs on the Island City-South County Road, approximately 5½ miles south of the city of Island City, Union County, Oregon:

Subsequent inquiry develops you also have in mind the installation of paving, replacing plank in the crossing over our tracks.

There are no objections to the performance of this work by the State with the understanding that the State will bear all expense in connection therewith, and with the further understanding any work performed on Railroad Company right-of-way will be done under the supervision of our Superintendent or his representative.

May I suggest that before you undertake, you contact our Asst. Superintendent, Mr. R. A. Roberts, at LaGrande, and he will arrange to have representative in attendance while the work is under way.

Yours very truly,

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FOR FILING

[illegible]

3528

Salem, Oregon
October 18, 1951

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing on the Island City-South County Road, approximately 5½ miles south of the city of Island City.

The crossing referred to is at Station 138+40 of the Island City-Lone Tree project, Contract No. 3528.

The installation should be made prior to the completion of the contract, which is estimated to be October 31, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

c.c.: E. F. Chidsey

FOR FILING

October 18, 1951

Mr. L. A. Collins, General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

On September 25, 1951, we wrote to you asking for your consent to our installing reflectorized cross-buck signs and reflectorized advance warning signs at two grade crossings of highways with your tracks.

(1) On the Island City-South County Road, approximately 5½ miles south of the city of Island City, Union County, Oregon

(2) On the Nyssa-Adrian Secondary Highway, approximately 1.4 miles north of the town of Adrian, Malheur County, Oregon #3563

As the construction work on these two sections is nearing completion may we have your consent to our making these installations in accordance with Public Utilities Commissioner's Order No. 7058.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:gs

1951

FOR FILING

September 25, 1951

Mr. L. A. Collins, General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

Under authority of Order No. 7058, issued by the Public Utilities Commissioner of the State of Oregon on December 27, 1939, we propose to install reflectorized cross-buck and reflectorized advance warning signs at the grade crossing of your tracks with the Island City-South County Road, approximately 5½ miles south of the city of Island City, Union County, Oregon.

May we have your consent to our making this installation with the understanding that maintenance of the cross-buck signs after installation will be a responsibility of your company as provided in the P.U.C. order mentioned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:gs

ECEIVED
FOR FILING

Salem, Oregon
August 15, 1951

Mr. E. F. Chidsey

The matter of automatic crossing signals on the Island City-Lone Tree Section is a matter that concerns Union County and the Union Pacific Railroad Company. This road, as you know, is a county road, and, while it is being improved with federal-aid secondary funds, this has nothing to do with signalizing of an existing railroad crossing.

I suggest that you bring this matter to the attention of the County Engineer, and if they feel that signals should be installed they should take the matter up with the Union Pacific Railroad Company. The usual procedure in matters of this kind is for the Railroad Company and the County or State, whichever is pertinent, to share the cost of the installation 50-50, with the Railroad Company committed to maintain the signals after installation.

W. C. Williams

WCW:me

cc Mr. H. G. Smith

FORM E-30 25M 8-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

[illegible]

SUBJECT:

To: [illegible]

[illegible]

[illegible]

[illegible]

[illegible] Sir:

[illegible] ion [illegible]

In vi[illegible]

[illegible],

[illegible]

[illegible]

Williams

RECEIVED
AUG 9 1951
OFFICE OF
CONSTRUCTION ENGINEER

3526

RECEIVED FOR FILING

Form [illegible] (Revised 1946)

Federal Aid Secondary

State Oregon

Project No. S-111(1)

File

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-one thousand and 00/100 dollars ($81,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 on the N & S center section line of Section 3, T-3-S, R-38-E, W.M., at the south city limits of Island City and survey station 139+40 on the N & S center section line of Section 15, T-3-S, R-38-E, W.M., without exception ______, length 2.640 miles, in Union County, being Oregon Federal Aid/ Secondary project No. S-111(1), consisting of 2.640 miles of roadway and no bridges~~, each~~ of more than 20 feet clear span, ______ ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty one thousand and 00/100 dollars ($81,000.00), which does not exceed the authorized Federal pro rata share of one hundred fifty-four thousand two hundred twenty-seven and 15/100 dollars ($154,227.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By ______________________

Member, State Highway Commission
(Title of officer)

By ______________________

(Title of officer)

By ______________________

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ______________________
Division Engineer,
Public Roads Administration.

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FOR FILING

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1528

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Island City-Lone Tree Section, Project No. S-111 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Project No. S-111 (1)

ISLAND CITY-LONE TREE SECTION OF THE ISLAND CITY-SOUTH COUNTY ROAD IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 6201
Roadway (Sta. 12+30.10 = 0+00 to 139+40)

All Required		Clearing and Grubbing (90%)		$ 6,300.00
160	cu. yds.	Structural Excavation, Unclassified	$ 3.00	480.00
1,200	cu. yds.	Trench Excavation, Unclassified	1.50	1,800.00
30,600	cu. yds.	Special Borrow Excavation, Unclassified	0.54	16,524.00
19,200	cu. yds.	General Excavation, Unclassified	0.30	5,760.00
13,600	yd. stas.	Short Overhaul	0.02	272.00
60	C-yd. stas.	Long Overhaul	0.50	30.00
131,000	yd. mi.	Truck Haul on Special Borrow	0.17	22,270.00
2.64	miles	Finishing Roadbed and Slopes	900.00	2,376.00
60	lin. ft.	18-inch Corrugated Metal Pipe	4.60	276.00
76	lin. ft.	24-inch Corrugated Metal Pipe	7.75	589.00
42	lin. ft.	48-inch Corrugated Metal Pipe	21.50	903.00
390	lin. ft.	12-inch Concrete Pipe	1.85	721.50
370	lin. ft.	18-inch Concrete Pipe	3.10	1,147.00
150	lin. ft.	24-inch Concrete Pipe	4.15	622.50
60	lin. ft.	36-inch Concrete Pipe	7.25	435.00
23,300	cu. yds.	Selected Roadbed Topping	0.54	12,582.00
51,000	yd. mi.	Hauling Roadbed Topping	0.20	10,200.00
2,670	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.65	7,075.50
530	M-gals.	Sprinkling	2.50	1,325.00
2.64	miles	Preparation of Base	200.00	528.00
340	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,360.00
54	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	50.00	2,700.00
5,500	tons	Class "B" Asphaltic Concrete	7.60	41,800.00
29	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,450.00
170	cu. yds.	Aggregate in Seal Coat	4.00	680.00
		Subtotal		$140,206.50
		10% Engr. & Cont.		14,020.65
		Total		$154,227.15

Length	2.640 miles
Cost per mile	$58,429.50

Federal Secondary Funds- -	$ 81,000.00
State Funds- -	73,227.15
	$154,227.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. S-111 (1)

ISLAND CITY-LONE TREE SECTION OF THE ISLAND CITY-SOUTH COUNTY ROAD IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 8, 1951

Type Code 6201
Roadway (Sta. 12+30.10 = 0+00 to 139+40)

All Required		Clearing and Grubbing (90%)		$ 3,600.00
160	cu. yds.	Structural Excavation, Unclassified	$ 3.00	480.00
1,200	cu. yds.	Trench Excavation, Unclassified	2.00	2,400.00
30,600	cu. yds.	Special Borrow Excavation, Unclassified	0.40	12,240.00
19,200	cu. yds.	General Excavation, Unclassified	0.45	8,640.00
13,600	yd. stas.	Short Overhaul	0.02	272.00
60	C-yd. stas.	Long Overhaul	1.00	60.00
131,000	yd. mi.	Truck Haul on Special Borrow	0.14	18,340.00
2.64	miles	Finishing Roadbed and Slopes	600.00	1,584.00
60	lin. ft.	18-inch Corrugated Metal Pipe	4.25	255.00
76	lin. ft.	24-inch Corrugated Metal Pipe	6.00	456.00
42	lin. ft.	48-inch Corrugated Metal Pipe	18.00	756.00
390	lin. ft.	12-inch Concrete Pipe	2.50	975.00
370	lin. ft.	18-inch Concrete Pipe	4.00	1,480.00
150	lin. ft.	24-inch Concrete Pipe	5.00	750.00
60	lin. ft.	36-inch Concrete Pipe	10.00	600.00
23,300	cu. yds.	Selected Roadbed Topping	0.45	10,485.00
51,000	yd. mi.	Hauling Roadbed Topping	0.14	7,140.00
2,670	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	8,010.00
530	M-gal.	Sprinkling	2.50	1,325.00
2.64	miles	Preparation of Base	300.00	792.00
340	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,360.00
54	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	48.00	2,592.00
5,500	tons	Class "B" Asphaltic Concrete	8.00	44,000.00
29	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,450.00
170	cu. yds.	Aggregate in Seal Coat	5.00	850.00
			Subtotal	$130,892.00
			10% Engr. & Cont.	13,089.20
			Total	$143,981.20

Length	2.640 miles
Cost per mile	$54,538.25

Federal Secondary Funds- -	$ 81,000.00
State Funds- -	62,981.20
	$143,981.20

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. B. Polk (District Engineer)

Acting

FROM: R. H. Baldock (State Highway Engineer)

May 2, 1951 (Date)

The following major program change of the individual project is requested:

Oregon (State)

F. Y. Federal Aid Secondary Highway Program (Previous program)

(Date of approval)

COUNTY Union

Eighth Supplemental

Route No. FAS 544

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER O PROPOSED WORK
ITEM AS NOW PROGRAMED	143	S-111 (1)	FA Rt. 7 at Island City to FA Rt. 1 at Lone Rock	Survey-Plans					Gr. Dr. 2-lane intermediate type surfacing
				Right-of-Way					
				Construction	100,000	62,000	38,000		
				TOTAL	100,000	62,000	38,000	2.80	
REQUESTED REVISION	143	S-111 (1)	Island City to FA Rt. 1 at Lone Rock	Survey-Plans					Gr. Dr. 2-lane high type surfacing
				Right-of-Way					
				Construction	131,000	81,000	50,000		
				TOTAL	131,000	81,000	50,000	2.60	

Program Balance of ________ funds subsequent to approval of this and previously recommended changes is $________

Program Revision Request

Date May 2, 1951, 195__

By Asst. (State Highway Engineer)

Reason for change:

(Over)

Recommended for Approval: ________ (District Engineer) ________ (Date)

Recommended: ________ (Division Engineer) ________ (Date)

Approved: ________ (Acting Commissioner) ________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61090-1

ISLAND CITY-LONE TREE SECTION

PROJECT NO. S-111 (1)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 8, 1951

ISLAND CITY-LONE TREE SECTION

PROJECT NO. S-111 (1)

While negotiations for rights of way are in progress, five slope easements have not been secured, but it is now believed these easements can be made fully available within fourteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 9, 1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 18, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous notification by telephone that individual project change requested May 2, 1951 revising the length, cost and character of work proposed for Item 143, Project S-111(1), Postwar Federal Aid Secondary Highway Program, has been approved effective May 8, 1951.

The item will now appear on the program as follows:

Item	143
County	Union
Project No.	S-111(1)
FAS Route	544
State Route	County Road
Termini	Island City to FA Rt. 1 at Lone Tree
Character of Proposed Work	Gr., Dr., 2-lane high type surfacing
Estimated Project Cost	
Total	$131,000
Federal	$ 81,000
State	$ 50,000
Length	2.60 miles

Very truly yours,

C. G. Polk
Acting District Engineer

By R. E. McMullen

R. E. McMullen
Program and Planning Engineer

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-311(1), Island City-Lone Tree Section, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please submit the usual copies of county maintenance agreement and encroachment resolutions prior to project agreement estimate.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

C. G. POLK
Acting District Engineer

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JUL 18 1951
FOR FILING

FORM E-20X 25M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. R. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The sub-contract between Durbin Brothers, and H. J. & W. H. Miller, covering Items 23, 24, 25, 26, and 27, on the Island City-Lone Tree Section, Contract No. 3528, Ore. S-111 (1) is approved, and you may so inform the interested parties.

Very truly yours,

R. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams ✓
C. G. Polk (2)

RECEIVED
[illegible] 1951
FOR FILING

S-111 (1)

3528

June 29, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 25, 1951 on Contract No. 3528, Island City (Main St.) and Island City-Lone Tree Section, in connection with Federal Aid Project No. S-111 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:cw

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FOR FILING

[illegible]

[illegible]

June 22, 1951

Durbin Brothers
597 High Street
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3528 which was awarded to you on May 25, 1951 by the State Highway Commission covering grading and paving on the Island City (Main Street) and Island City-Lone Tree Section of the City Street and Island City-South County Road in Union County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~NOTED ON CARD~~
6-22-51

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MAY 31 1951
FOR FILING

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3527

May 31, 1951

Durbin Brothers
597 High Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3528 for grading and paving the Island City (Main Street) and Island City-Lone Tree Sections of the Island City-South County Road near Island City in Union County. This award was based on your low bid of $149,422.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

RECEIVED
MAY 31 1951
FOR FILING

May 29, 1951

County Court of Union County
Court House
La Grande, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Union a fully executed copy of a maintenance agreement between the State Highway Commission and Union County in connection with the improvement of the Island City-Lone Tree Section of the Island City-S. County Road.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl.

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JUN 1 - 1951
FOR FILING
GON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-111(1), Island City-Lone Tree Section of the Island City-South Road, to Durbin Bros. of Eugene, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

OREGON DISTRICT
[redacted]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-311(1), Island City-Lone Tree Section, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please submit the usual copies of county maintenance agreement and encroachment resolutions prior to project agreement estimate.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

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MAY 9 1951
FOR FILING

FORM E-30 25M 6-50 42300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is the Union County Court's signed approval for the construction of the Island City-Lone Tree Section, FAS Project No. S-111(1).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

FORM S-122X 25M 6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 1, 1951

Mr. S. B. Morgan
Union County Engineer
La Grande, Oregon

Dear Sir:

The Highway Commission at its May 24-25 meeting is planning to call for bids on the Island City-Lone Tree County Road which is Federal Aid Secondary Highway No. 544.

This will be Federal Aid Secondary Project No. S-111(1). The proposed improvement extends from the south city limits of Island City southerly to a junction with the Old Oregon Trail Highway, a distance of 2.61 miles. Proposed construction consists of widening of the existing roadbed to 36 feet and construction of a new connection to the Old Oregon Trail Highway. Rock surfacing is to be 12 inches of selected roadbed topping and 1 inch of 3/4"-0 crushed material in leveling course. Paving is to be 3 inches of asphaltic concrete paving 20 feet wide with 4 foot shoulders on each side.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and on County Roads. It will be appreciated if you will obtain the County Court's approval and signature on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary to obtain release from the Bureau of Public Roads, it is hoped that this matter will be given your earliest consideration. In order that the project will not be delayed, it is requested that the County's concurrence be mailed to arrive in Salem not later than May 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall

By: John W. Cattrall
Engineer, County and City Relations

May 5, 1951

We concur in the
above project.

C K McCormick Co Judge
Ray C. Baum Com.
H.J. Speckhart

RECEIVED
MAY 4 1951
FOR FILING

May 3, 1951

Mr. C. C. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Permission is requested to combine in one contract, Project S-111 (1) Island City-Lone Tree Section, and a State financed project on city streets in Island City.

Combination of the projects is desirable for reasons of economy. The project on city streets involves an expenditure of only $12,000 to $14,000 and, requiring a paving plant as it does, cannot be performed separately nearly as cheaply as in combination with the larger project of the same nature on the Island City-Lone Tree Section. While the economy of combining the two units will be reflected in larger proportion on the State financed unit, some part of it will no doubt be reflected in the cost of the federal-aid unit.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

SHP:plc

RECEIVED
1951
FOR FILING

May 3, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Permission is requested to combine in one contract, Project S-111 (1) Island City-Lone Tree Section, and a State financed project on city streets in Island City.

Combination of the projects is desirable for reasons of economy. The project on city streets involves an expenditure of only $12,000 to $14,000 and, requiring a paving plant as it does, cannot be performed separately nearly as cheaply as in combination with the larger project of the same nature on the Island City-Lone Tree Section. While the economy of combining the two units will be reflected in larger proportion on the State financed unit, some part of it will no doubt be reflected in the cost of the federal-aid unit.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

SHP:plc

RECEIVED
MAY [illegible] 1951
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams verbal inquiry today as to the possibility of combining in one contract, Project S-111(1) Island City-Lone Tree Highway and a State financed project on the Island City streets.

Under the circumstances cited by Mr. Williams, the combination contract will be satisfactory. However, for this project and for future similar projects, we will require a written request from you stating reasons for combining the projects together with a sufficiently detailed explanation to make the proposal clear to our Division and Washington offices. Such requests should reach this office well in advance of the P.S. & E. papers.

Very truly yours,

NOTED
W. C. WILLIAMS

CGPolk
C. G. POLK
Acting District Engineer

Copy handed to Probert
WCW

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1951

SUBJECT: Agenda Item 7-s

To: Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto is an unexecuted copy of an agreement with the City of Island City covering the improvement of Main Street from First Street to south city limits, a distance of approximately 0.23 mile, in connection with $250,000 city allotment fund.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of Island City, Oregon.

Secretary

rn
attach: 1

RECEIVED

FOR FILING

[illegible]

[illegible]

[illegible]

April 16, 1951

Mr. C. G. Folk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the railway grade crossing at Station 136+98 of the Island City-Lone Tree Project, S-111 (1), for which project we plan to receive bids in May.

The railway crossed is the Union Pacific. The daily train traffic is 14. The daily vehicular traffic is 125. Present protection consists of 1 cross-buck sign and 2 stop signs, none of which is reflectorized.

To meet the requirements of G.A.M. No. 63, we will substitute for the present protection, before completion of Project S-111 (1), 2 reflectorized cross-buck signs and 2 reflectorized advance-warning signs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Salem, Oregon
July 13, 1950

NOTED
J. W. CATTRALL

Mr. E. F. Chidsey, Division Engineer
State Highway Department
La Grande, Oregon

NOTED
J. W. CATTRALL

The Highway Commission at its July 10-11 meeting approved a special city allotment project in Island City for participation in either the 1950 or 1951 program.

At the present time part of the 1950 allotment is being held in reserve. If this reserve is used up by over-runs, the project will be earmarked for 1951. If, on the other hand, the reserve is increased by under-runs, the project will be constructed from 1950 funds but not until it is apparent that the reserve will be available. Although in all probability construction cannot be started in either case until 1951, it would be appreciated if you would take the necessary steps to prepare this project for performance by either contract or State forces whenever it is convenient so that the data will be on hand.

Enclosed are two copies of a tabulation with attached maps and a rough preliminary estimate of the quantities and costs.

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

cc: Mr. H. G. Smith
Mr. E. A. Collier

July 13, 1950

Mr. H. A. Decker, Mayor

Island City, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

The Highway Commission at its July 10-11 meeting approved a $250,000 special city allotment project in your city under the 1950-1951 program. Said project, as approved, calls for grading and placing base rock and asphaltic concrete pavement on Main Street from First Street to the south city limits, a distance of approximately 1200 lineal feet.

At the present time, all of the 1950 allotment has been allocated except for a certain amount which has been held in reserve. If this reserve is used up by over-runs in previously approved projects, your project will be earmarked for 1951. If, on the other hand, the reserve is increased by underruns, your project will be constructed from 1951 funds, although in all probability construction will not be started in either case until 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

FORM E-123X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 6, 1950

NOTED
J. W. CATTRALL

Oregon State Highway Commission

Gentlemen:

We have a request from Island City for a special State Tax Street Fund project on a portion of Main Street, which street is used as a short cut, particularly by trucks, from Ore.82 (the Wallowa Lake Highway) to US30 (the Old Oregon Trail).

Our investigation indicates that the project qualifies for an allotment. The estimated cost is $12,900.

The entire $250,000 allotment for 1950 has been allocated, but we have found, in the past years, that there is usually an underrun when the projects are completed. Therefore, I recommend that the Island City project be approved as a combination 1950-51 project, which will permit the use of any underrun of 1950 funds on this project and allow completion with 1951 funds.

I am enclosing a description of the project, a map, and summary, for your information.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc: W. C. Williams
John W. Cattrall

RECEIVED
JUL 10 1950
ENGINEER
CO[illegible] RELATIONS

1950-'51 SPECIAL CITY ALLOTMENT PROJECTS

SUMMARY

No.	City	Previous Projects		Estimated Cost of 1950-51 Proposed Projects			Recommended for Approval	Commission Action
		1948	1949	State	City	Total		
Division V								
26	Island City	None	None	$12,500	$ --	$12,500	Yes	

Summary

Recommended for Approval		$12,500
Previously Approved		$23,600
	Total	$36,100
	1950 Reserve	$19,750
	1951 Program	$16,350
	Total	$36,100

NOTE: In event that the 1950 reserve of $19,750 is not used, the above, in addition to Willamina and Canyonville which were approved at the May meeting of the Commission, are programmed at this time as 1950-1951 projects. However, construction will not be started until it is definite that the reserve will not be used.

HCA:MM
6/26/50

Project No. 26

ISLAND CITY
Union County
Population: 177
Division V

Previous Projects

1948: None

1949: None

Proposed Project

1950-'51: Place added base rock, place asphaltic concrete pavement 4" in thickness, 30' in width, for first block, 22' in width on balance of Main Street from First Street to south city limits, a distance of approximately 1200 lineal feet.

Cost Estimated		
State	City	Total
$12,500	----	$12,500

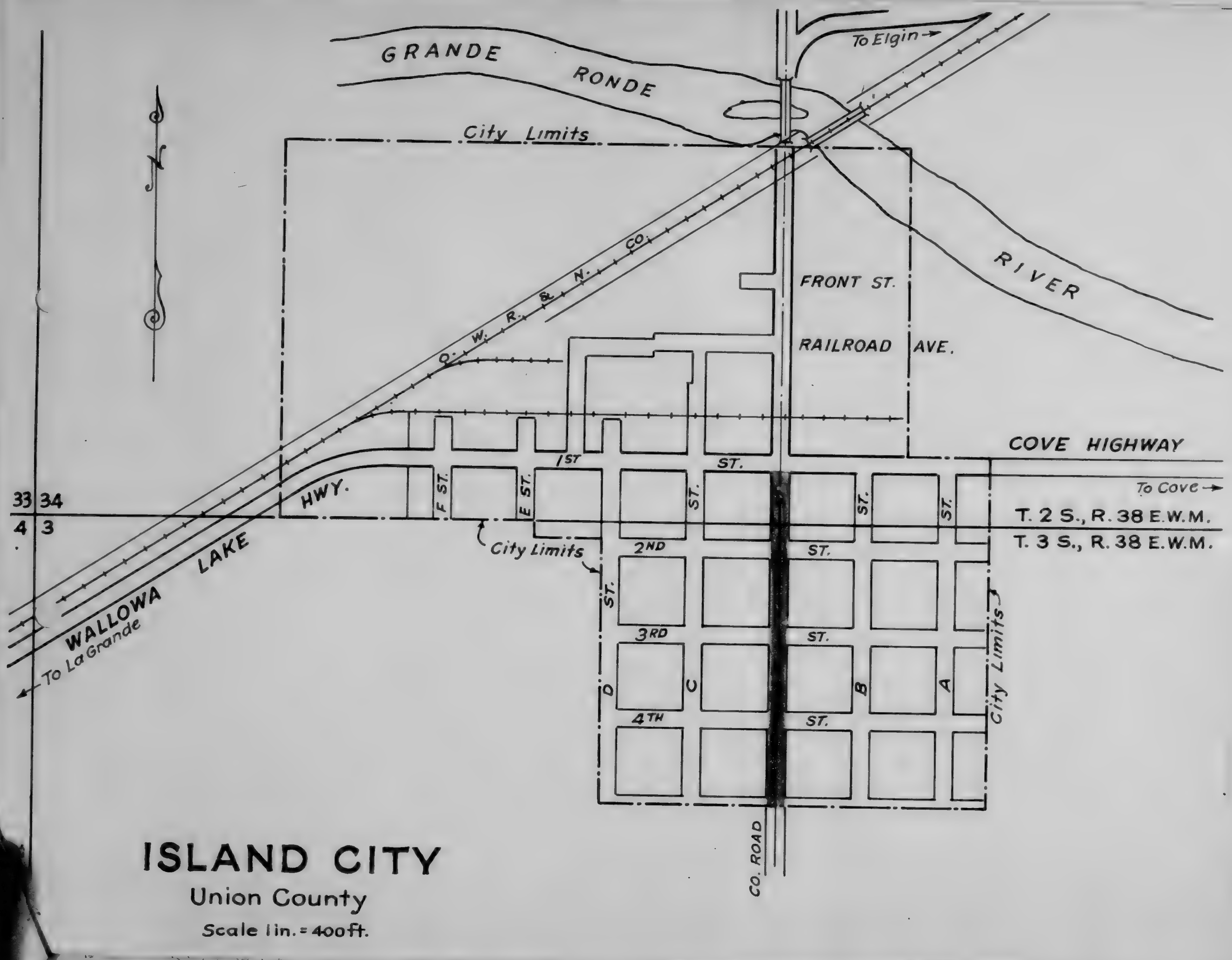
****

Application for improvement on Main Street based on its use by trucks using this route as a short cut from Highway 82 to Highway 30, thus by-passing La Grande.

Recommendation

This project qualifies and is recommended for approval.

HCA:MM
6/26/50



ISLAND CITY

Union County

Scale 1in. = 400ft.

Project No. 26

6.26.50

ISLAND CITY
Union County
Population: 177
Division V

Previous Projects

1948: None

1949: None

Proposed Project

	Cost Estimated		
	State	City	Total
1950-'51: Place added base rock, place asphaltic concrete pavement 4" in thickness, 30' in width, for first block, 22' in width on balance of Main Street from First Street to south city limits, a distance of approximately 1200 lineal feet.	$12,500	----	$12,500

****

Application for improvement on Main Street based on its use by trucks using this route as a short cut from Highway 82 to Highway 30, thus by-passing La Grande.

Recommendation

This project qualifies and is recommended for approval.

HCA:MM
6/26/50

Island City

Preliminary Estimate

Main Street from First Street to south city limits, a distance of approximately 1200 lineal feet.

Excavate weak section, place 12" of base rock, place 6" of base rock on balance of street. Street section 30' wide on first block, between 1st and 2nd. Place 4" thickness of asphaltic concrete 30' in width first block, 22' in width balance of street. 3' shoulders.

Item	Unit	Unit Price	Total
Excavation	100 cu. yds.	$ 1.00	$ 100.00
3"-0 base rock	1200 cu. yds.	1.25	1,500.00
3/4"-0 in base & shoulders	600 cu. yds.	3.00	1,800.00
Preparation of base	0.23 mile	500.00	115.00
Asphaltic Concrete	850 tons	9.00	7,650.00

Estimated Construction Cost	$11,165.00
10% Engineering and Contingencies	1,116.50
Estimated Preliminary Engineering	200.00
Preliminary Estimate of Project Cost	$12,481.50

$12,500 = Total Estimate

HCA:MM
5/25/50

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

6-12-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Island City is an incorporated city of the State of Oregon, and has a population of 177, as given by the latest official census, and

NOTED
Harold C. Ayers

Form cc-50

WHEREAS, the following streets of said city, ______________________

Main Street from First Street to the South City Limits

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Main Street from First Street to the South City Limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Island City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate H. A. Decker as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of June, 1950.

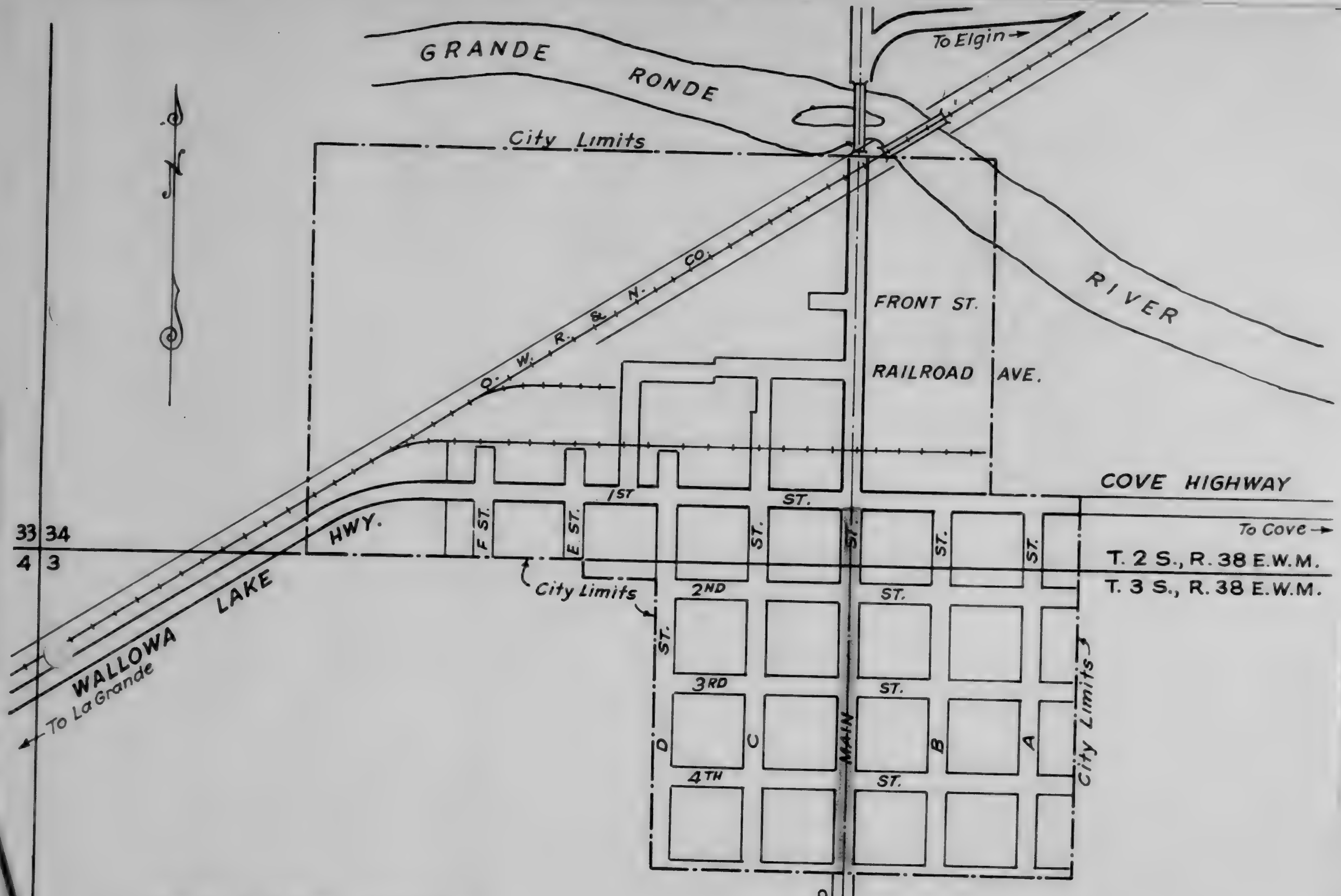
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Island City at a regular or special meeting of said council, held on the 12th day of June, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of June, 1950.

Nellie B. Hickey
City Recorder



ISLAND CITY

Union County

Scale 1in. = 400ft.

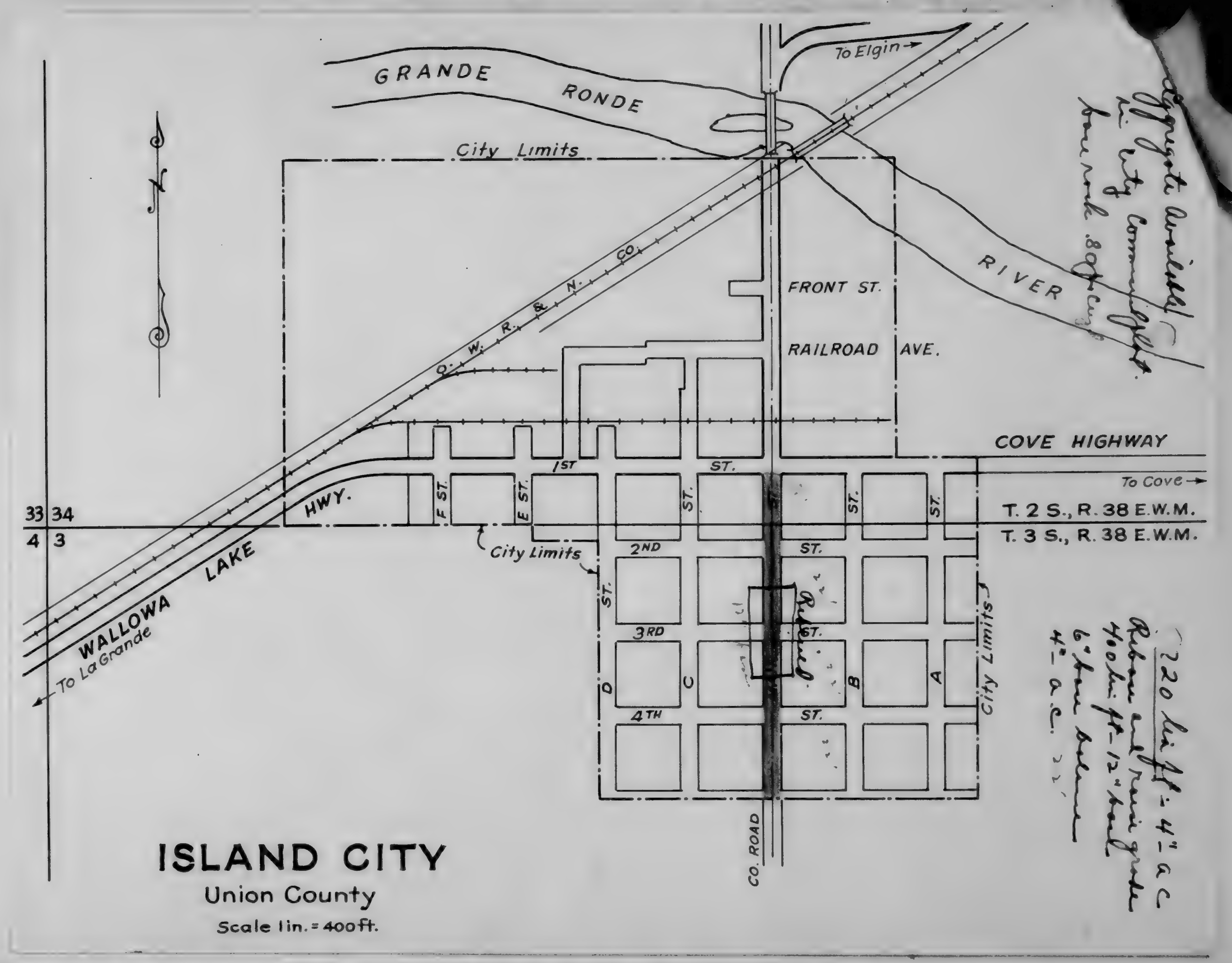
Island City 5-25-50

Main St from 1st street to south city limits a distance of approximately 1200 lin feet

[illegible] grade [illegible] weak spots, place 12" hard rock - balance place 6" base rock; place leveling course over all; place street section between 1st & 2nd. Place 4" A.C. [illegible] 1st block 22 feet balance; 3 foot shoulders.

Excav.	100 Cuyd	@ 1.00	100.00
A.C.	850 tons	@ 9.00	7650.00
3"-0 base rock	1200 Cuyd	@ 1.25	1500.00
3/4-0 base rock [illegible]	600 Cuyd	@ 3.00	1800.00
[illegible]	0.23 mile	@ 500	115.00
	Final Cost		
	10,823.78		11165.00
	905.14		1116.50
			200.00
	11,728.92		$12,481.50

Final



ISLAND CITY

Union County

Scale 1 in. = 400 ft.

Aggregate Available
in city Commercial plant.
base rock .80 per cu yd

220 lin ft - 4" a c
Rebase and raise grade
400 lin ft - 12" base
6" base balance
4" - a.c. 22'

[illegible] City 5-24-50

Says [illegible] Decker of [illegible] Commission [illegible] advised him city had not specific [illegible] request, also that all of 1950 allocation [illegible] for [illegible] City [illegible] to get [illegible] this year

[illegible] Bickmore and decided [illegible]

HGC

$12,500 1200 feet.

REFERRED TO
Cattrall.
By State Highway [illegible]

C
O
P
Y

CITY OF ISLAND CITY
Oregon

May 10, 1950

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Due to the heavy traffic through Island City from Highway 82 south on Main Street to the south city limits, a distance of four blocks, we find it impossible to keep this street in proper condition.

In 1948 we expended more than our accumulated Special State Streets Fund on this street and on "C" Street, and have been using our special streets fund since then to reimburse the City of Island City for the money taken from the General fund.

Trucks pass down this street making a short-cut from Highway 82 to Highway 30, thus by-passing La Grande. Also there is truck traffic to the sales yard and car traffic to the Country Club. The extreme cold and bad weather the past winter, together with the heavy traffic put this street in almost impassable condition by spring.

This is to request the State Highway Commission to assist the City of Island City in putting this street back in good condition in the near future.

Thanking you for your co-operation in this matter, I am

Yours truly,

CITY OF ISLAND CITY

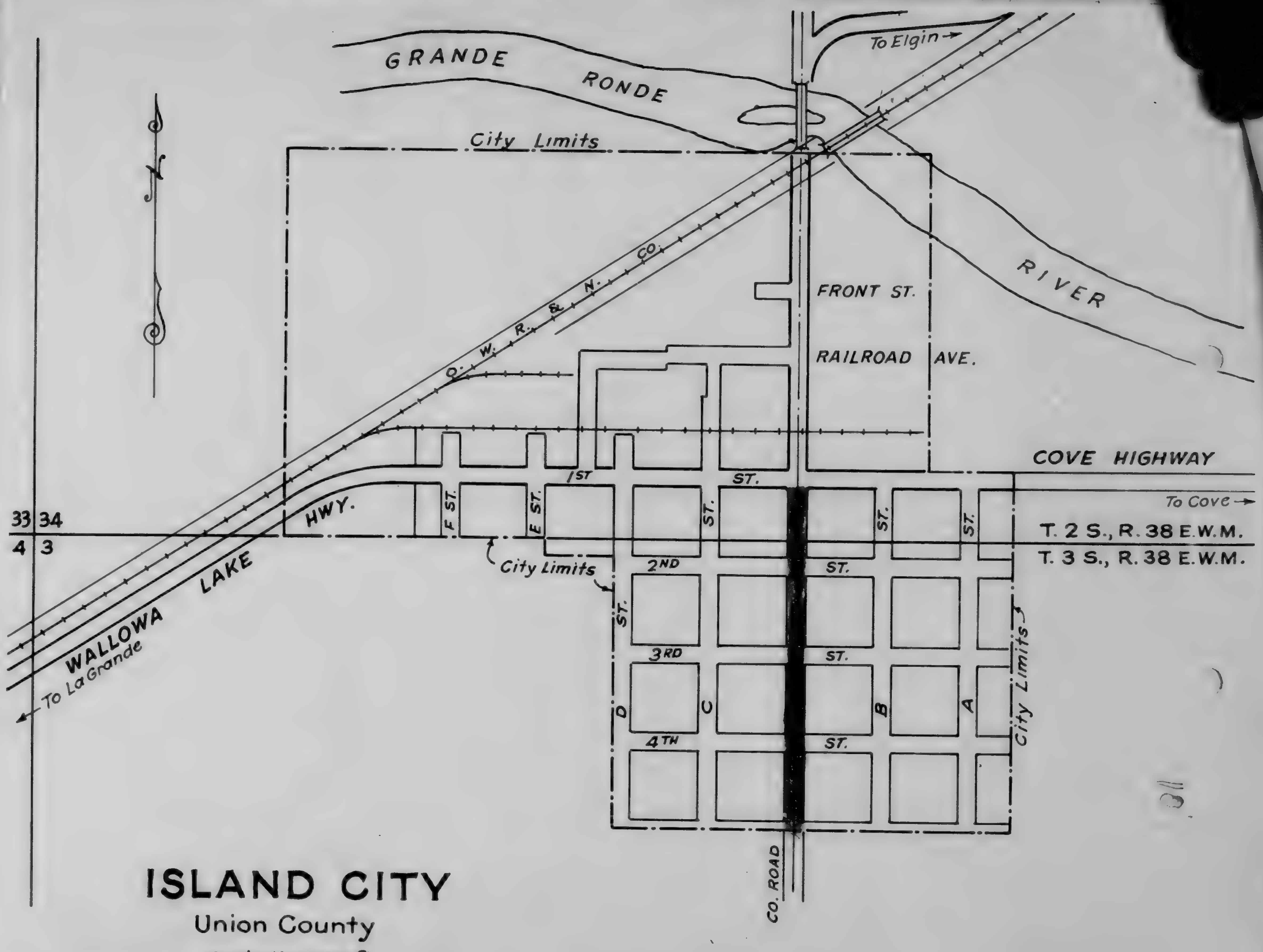
By H. A. Decker (Sgd)
Mayor

Nellie B. Hickey (Sgd)
Recorder.

ISLAND CITY

Union County

Scale 1 in. = 400 ft.



32-3404 Flora Junction Maintenance 1951
43522 Employees' House

RECEIVED
FOR FILING

32-3404

3529

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 30, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3529	7-final	BECHTEL BROS.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21160	R-79305	$ 1,077.15	10/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: To Aug. 15, 1953 without penalty

Completion Date: Aug. 15, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-3-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: NOV 3 [illegible]

A A Wicklander

NOTED ON CARD

11-3-53

RECEIVED

FOR FILING

October 15, 1953

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from November 15, 1952 to and including August 15, 1953 within which to complete your contract No. 3529, for construction of employees' house at Flora Junction, Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: A. F. Parson,
Division Engineer

Carl A. Peterson,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
OCT 9 1953
FOR FILING

[illegible]

3529

October 8, 1953

W. Talbot Sinclair, Mgr.
United States Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

Statehighway contract No. 3529 for construction of Maintenance Employees' House at Flora Junction in Wallowa County was completed by the contractor, Bechtel Brothers, on August 15, 1953, and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $1,077.15 will be released to the contractor on or after October 19, 1953. The total contract amount is $12,519.90, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FH

cc - United States Fidelity & Guaranty Co.
Karl H. Doerre
1112 Cascade Bldg.,
Portland, Oregon

NOTED ON CARD

10-8-53

RECEIVED
SEP [illegible] 1953
FOR FILING

33-301

September 21, 1953

Oregon State Highway Commission

Request for extension of time
No. 19
September 24-25 meeting.

Gentlemen:

Re: Flora Maintenance Employees'
House, Contract 3529
Bechtel Brothers, Contractor

Herewith a request for an extension of time to and including August 15, 1953, in which the work on the Flora maintenance employees' house was completed. Under the contract this project should have been completed on October 31, 1951. The contract was previously extended to November 15, 1952.

All work on the house, other than modification of some of the plumbing to meet with the requirements of the State Sanitary Inspector, was completed within the previous time extension. We have had the use of the building, and no particular inconvenience has been caused. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

CSP:gm

RECEIVED
FOR FILING

32-3404

3529

November 6, 1952

Bachtel Bros.
Elgin
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 76 days, from August 31 to and including November 15, 1952, within which to complete your contract No. 3529 for constructing maintenance employees' house at Flora Junction in Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

sl

cc: E. F. Chidsey,
Division Engineer

Robert Ellison,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
11-6-52

RECEIVED
FOR FILING

3[illegible]
[illegible]

October 13, 1952

State Highway Commission

Request for extension of time
No. 7
October 20-21 meeting.

Gentlemen:

Re: Employee's Cottage at Flora
Contract 3529

We are in receipt of an application for an extension of time in which to complete the Flora Junction maintenance employee's house in Wallowa County, Bechtol Brothers, contractors, a copy of which application is attached. This contract was awarded in 1951 with a specified completion date of October 31, 1951. The time was previously extended to August 31, 1952.

Because of the impracticability of obtaining water at the site, the location was changed to an entirely different spot. This caused the postponement of the work until spring of 1952. For this reason it is recommended that the extension from August 31, 1952 to and including November 15, 1952 be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

Form E-1—10M—4-51

12-3109

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 6, 1952, 19

Section Catching Slough-Enegren Ferry

Kind of work Grading & Rock Surfacing

Highway Coos River Secondary

Section prefix 106-1043

Contractor John A. Logan

Contract number 3529

Date of contract 2/1/52, 19

Date of completion 10/31/52, 19

Date work started 2/5/52, 19

Estimated date of completion 10/31/52, 19

Amount of contract $245,412.

Per cent of time elapsed 82.5 %

Estimated cost of completed project, exclusive of engineering $232,160.48

Per cent of contract completed, based on total contract price 78.6 %

Engineering cost to date $11,500., %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

4 trucks hauling 2½"-0". Have base course on from 70 to 165.

3 men putting in culverts between 50-60. Will have all culverts in by end of next week.

Bulldozer, two cats and cans cleaning up. Contractor uses shovel when necessary to haul a few loads long to bring up grade.

2 blades working grade ahead of rock.

NOTED
SMITH

RECEIVED

Signed Res. Engr.

Address P.O.Box 621, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.59	2.59			
Miles partially completed					
Miles completed					
Total estimated quantities	148,000	12,400			
Estimated quantities moved or placed to date	143,000	3,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 3, Sheep-foot rollers ...., Trucks 4, Cans 2., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Partlycloudy		
Monday	Cloudyrian		
Tuesday	Cloudyrain Clearing		
Wednesday	Mostlyclear		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT. 48418

RECEIVED
JUN [illegible] 1952
FOR FILING

June 6 1952

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission, at its meeting held May 26, 1952, had under discussion your request for extensions of time on three contracts, as follows:

> Contract No. 3488, for constructing maintenance building at Flora in Wallowa County, from September 30, 1951 to August 31, 1952 which is an extension of 335 days.
>
> Contract No. 3529, for constructing maintenance employees' house at Flora Junction, an extension from October 31, 1951 to and including August 31, 1952 of 304 days.
>
> Contract No. 3540, for constructing Wallowa Lake Camping Area on the Joseph-Wallowa Lake Secondary Highway in Wallowa County, an extension of 213 days from November 30, 1951 to and including June 30, 1952.

I am pleased to inform you that the Highway Commission granted your request for these extensions of time without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

O. H. Kerman,
Resident Engineer

G. S. Paxson

NOTED ON CARD
6-6-52

RECEIVED
JUN 3 1952
FOR FILING

May 19, 1952

State Highway Commission

Request for extension of time
No. 7
May 26 and 27 meeting.

Gentlemen:

Re: Flora Junction House
Contract No. 3929
Bechtel Brothers, Contractor

Herewith request for an extension of time from October 31, 1951 to and including August 31, 1952, in which to complete the construction of the Flora Junction House in Wallowa County.

After the contract for this project was awarded, it became necessary to change the location entirely because of an inadequate water supply. This delayed the starting of work so that it could not be done during reasonable construction weather last fall. Because of these facts, we recommend that the extension be granted without penalty to the contractor.

This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
FOR FILING
32-3404

3529

Salem, Oregon
September 11, 1951

M. H. Hawke
Auditor

Attached hereto, for transmittal to the Secretary of State, are fully executed copies of two agreements between the State Highway Commission and Bechtel Brothers, amending contracts No. 3488 and 3529, covering the construction of maintenance buildings and concrete septic tank complete with sewer lines and filter bed on state property adjacent to the Enterprise-Lewiston Highway, approximately 28 miles north of Enterprise.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each has been sent to the contractor and to the surety on the bonds. Two unexecuted copies of each agreement have been sent to Mr. R. H. Baldock.

Secretary

rn
attach: 2

RECEIVED
FOR FILING
52-2494

[illegible]

September 11, 1951

Bechtel Brothers
Elgin,
Oregon

Gentlemen:

I am enclosing herewith, for your records, two fully executed copies of agreements between the State Highway Commission and Bechtel Bros., amending contracts No. 3488 and 3529, covering the construction of maintenance buildings and concrete septic tank complete with sewer lines and filter bed on state property adjacent to the Enterprise-Lewiston Highway, approximately 28 miles north of Enterprise.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
encl. 2

RECEIVED
JUL 19 1951
FOR FILING

[illegible]-3404

[illegible]

July 18, 1951

Bechtel Brothers
Elgin
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3529, which was awarded to you on May 25, 1951 by the State Highway Commission, covering construction of maintenance employees' house at Flora Junction in Wallowa County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAY 31 1951
FOR FILING

[illegible]

3529

May 31, 1951

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3529 for construction of the Flora Junction Maintenance Employees' House in Wallowa County. This award was based on your low bid of $12470.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

34-1060 Sunset Highway Tunnel Lighting 1/71
#3530

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3530	4-final	W. R. Grasle Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5912	R-38261	$ 884.63	4/10/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: Extended to April 14, 1952 without penalty

Completion Date: March 14, 1952

Date Accepted: April 21, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-23-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

3-23-52

RECEIVED
FOR FILING

[illegible]

3530

March 27, 1952

General Casualty Company of America
The Jewett Agency
1101 Weatherly Bldg.
Portland 14, Oregon

Gentlemen:

State highway contract No. 3530 covering installation of Sunset Tunnel lighting on the Sunset Highway in Washington County was completed by the contractor, W.R. Grasle Company, on March 14, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $884.63 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,795.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: General Casualty Company of America

NOTED ON CARD
3-27-52

RECEIVED
FEB 15 1952
FOR FILING

February 14, 1952

W. R. Grasle Company
437 N. W. 16th St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 90 days, from January 16 to and including April 14, 1952, within which to complete your contract No.3530 covering Sunset Tunnel Lighting on the Sunset Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-14-52 gl

RECEIVED
JAN [illegible] 1952
FOR FILING

January 25, 1952

State Highway Commission

Request for extension of time
No. 10
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Sunset Tunnel
Contract 3530
W. R. Grumle Company, Contractor

Herewith a request for an extension of time from January 16, to and including April 14, 1952 for the completion of the work on this contract. This contract was previously extended from November 30, 1951 to and including January 15, 1952. The manufacturers have not as yet delivered the sixteen ballasts for the lighting fixtures. Shipment was promised for January 14, and if this promise is kept, the project can be completed within the time extension requested.

The contractor has endeavored in every way possible to get delivery of the material, and the delay is not attributable to any negligence on his part. It is recommended that the extension be granted without penalty to the contractor. This is a State project, and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
JAN 15 1952
FOR FILING

[illegible]

January 14, 1952

W. R. Grasle Co.
437 N. W. 16th St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 46 days, from November 30, 1951 to January 15, 1952, within which to complete your contract No. 3530 covering Sunset Tunnel lighting on the Sunset Highway in Washington County..

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
1-14-52 gl

RECEIVED
JAN 9 1952
FOR FILING

January 8, 1952

Mr. Wm. R. Manion, Chairman
Seaside Safety Council
Seaside, Oregon

Dear Mr. Manion:

In the second paragraph of your letter of January 5, 1952, which I have just received, you inquire as to the completion of the lighting of the Sunset Highway tunnel.

I have checked with our Bridge Department, which is handling this installation, and it seems that the reason the project has not been completed is due to difficulties in obtaining necessary fixtures because of the priority situation. It appears that some assurance has been given that these fixtures will be made available shortly, and it is hoped that the installation will be completed before the end of January.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

SEASIDE-GEARHART LAND CO.
AVENUE 'A' AT HOLLADAY
SEASIDE, OREGON
"Phone 600"

January 5, 1952.

H. B. Glaisyer, Secretary
Oregon State Highway Department
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Glaisyer:

Thank you very much for your letter of December 28th regarding the prohibiting of shoulder parking on #101 north of the Avenue "U" bridge in Seaside. We will read this letter into the minutes of our next meeting.

I wonder if I could further impose on you? We are always asked about the completion of the lighting of the tunnel on the Sunset Highway, #2. In going through the tunnel I can see that the wiring and fixtures seem to be in place, and I am told that there is power running to the west end of the tunnel. I would appreciate very much any information you can give me regarding this.

I wish you a very Happy New Year, and hope that we can be of continued service to each other and our State.

Very truly yours,
Seaside Safety Council

Wm R Manion

Wm. R. Manion, Chairman.

[illegible]

ANSWERED
H. B. GLAISYER

RECEIVED
FOR FILING

34-12-40

[illegible]

December 11, 1951

Request for extension of time
No. 14
December 20 and 21 meeting

State Highway Commission

Gentlemen:

Re: Sunset Tunnel Lighting
Contract No. 3530
W. R. Grasle Company,
Contractor

Herewith a request for an extension of time, from November 30, 1951 to January 15, 1952, for the completion of the installation of lights on the Sunset tunnel in Washington County.

This work should have been completed on November 30. It is now estimated that the completion date will be January 15, 1952. The delay is entirely occasioned by the failure of the manufacturers to deliver a portion of the necessary equipment. The contractor has done everything that he can to expedite the work. It is recommended that the extension to and including January 15, 1952 be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
DISTRICT
FOR FILING
MONTANA
OREGON
~~IDAHO~~
WASHINGTON
54-1061

3530

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Sunset Tunnel Lighting
State Contract No. 3530

Dear Sir:

Attached is one copy of authorization BPR Serial No. UC-18 dated July 27, 1951, rating DO-J-3 covering materials for subject project.

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow
W. H. SCHWIESOW
Highway Engineer

Att.
cc - C. A. Gardner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

IN YOUR REPLY PLEASE
REFER TO FILE NO. C-2

July 27, 1951

In reply refer to
Authorization

BPR Serial No. UC-18

State: Oregon

Rating DO-J-3

W. R. Grasle Company
437 N.W. 16th Street
Portland, Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Sunset Tunnel Lighting
Contract No. 3530
Sunset Highway
Washington County, Oregon

The DO-J-3 rating is hereby assigned to the construction schedule for the above-named highway projects. Such construction and the use of the allotment number and rating is subject to the provisions of CMP Regulation 6 and all other NPA regulations and orders. The DO-J-3 rating may be used by you as may be required to obtain the equipment and materials (other than controlled materials) specified below to the extent of the approximate dollar values indicated:

Materials Required	Quantity	Approximate Dollar Value
Westinghouse #1373064 Type OV-20 Luminaires with 2-way glare shields	14	$ 756.00
Westinghouse #1373064 Type OV-20 Luminaires with 1-way glare shields	2	105.00
Westinghouse #1373064 Type OV-20 Luminaires without shields	44	2,226.00
Westinghouse #1372671 Type N1 mercury ballasts for pole mounting with brackets	44	2,332.00
B Westinghouse #1372898 Type N-5 mercury ballasts for pole mounting	16	840.00
		$6,259.00

In identifying a delivery order for products or materials for the production schedule for the above-named projects, use the rating in this manner: DO-J-3 "Certified under CMP Regulation 6" and your signature and the date.

Correspondence and inquiries concerning this authorization should be addressed to the District Engineer for the Bureau of Public Roads at the following address:

~~[illegible]~~
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~

Room 408
State Highway Building
Salem, Oregon

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination 9, Third Quarter 1951, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

BY A. C. CLARK

A. C. Clark, Acting Commissioner

RECEIVED
OR
1951

RECEIVED
FOR FILING
FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1951

SUBJECT: Sunset Tunnel

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

In connection with the lighting of the Sunset Tunnel which was recently placed under contract, it is recommended by Mr. Skelton and Mr. Johnson that we place 24 lineal feet of additional lining in each end of the tunnel to correct a hazardous condition caused by freezing of water on the pavement. The placing of the additional lining will divert seepage water down to the sidewalk.

Mr. Johnson estimates the cost of this work is $2500. The project was not anticipated in the 1951 Minor Betterment Budget; however, Mr. Skelton has other projects which he will be unable to perform this year and funds could be transferred from them to cover. Mr. Skelton states that this work should be done soon so that it will be completed ahead of the installation of lights now under contract. May we have authority to transfer funds and proceed with the work.

Very truly yours,

APPROVED 7-20-51
W W Stiffler
Assistant State Highway Eng

L R Chandler
I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj

File

RECEIVED
FOR FILING

[illegible]

3530

June 22, 1951

W. R. Grasle Company
437 N. W. 16th Street
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3530 which was awarded to you on May 25, 1951 by the State Highway Commission, covering lighting of the Sunset Tunnel on the Sunset Highway in Washington County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~Noted on card~~
6-22-51 ev

RECEIVED
JUL 6 1951
FOR FILING

34-1060

3530

June 22, 1951

REGISTERED MAIL

Farnham Electric Company
546 Third Street
McMinnville, Oregon

Gentlemen:

We are returning herewith your Certified Check No. 22087 in the amount of $591.60.

This check was submitted with your proposal for furnishing and installing lighting in the Sunset Highway Tunnel in Washington County, received in Portland on May 25, 1951.

Contract No. 3530 with W. R. Grasle Company has now been fully executed as to bond, therefore your deposit as second low bidder is being returned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED FOR FILING

34-1060

5530

File

W. R. GRASLE CO.
ELECTRICAL
CONTRACTING and ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND 9, OREGON

TELEPHONE ATWATER 0243

June 5, 1951

Oregon State Highway Commission
Salem
Oregon

Re: Tunnel Highway - Sunset Highway
Attention: H. B. Glaisyer

Dear Sir:

This will acknowledge your letter of May 31, advising us of contract award.

We have placed orders for required materials, but find that estimated delivery of luminaires and ballasts for this job is 32 weeks. With a D. O. rating, shipment is estimated at 16 to 18 weeks.

The items on which this rating is needed are:

14	Westinghouse Type OV-20 S#1373064 equipped with external two-way glare shields. (Use two one way shields)
2	Ditto equipped with external one-way glare shields
44	Ditto without glare or house shields
44	Westinghouse Type H-1 Mercury Ballast for pole mounting with bracket S#1372671
16	Westinghouse Type H-5 Mercury Ballast for pole mounting with bracket, S#1372898

NOTED
W. C. WILLIAMS

Copy to Paxson

Very truly yours,

W. R. GRASLE CO.

W R Grasle
W. R. Grasle

WRG:pj

RECEIVED
MAY 31 1951
FOR FILING

34-1060

3530

May 31, 1951

W. R. Grasle Company
437 N. W. 16th Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 25, 1951, awarded you Contract No. 3530 for furnishing and installing the lighting system for the Sunset Tunnel on the Sunset Highway in Washington County. This award was based on your low bid of $11,795.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

ehr

RECEIVED

FOR FILING

FORM E-90 25M 8-50 42298

[illegible]

3-4-[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1951

SUBJECT: Sunset Tunnel

To:

Mr. W. C. Williams
Assistant State Highway Engineer
3558 Office

Dear Sir:

I am returning Mr. Crandall's letter concerning the installation of a traffic counter at the end of the Sunset Tunnel. Some time ago Mr. Baldock authorized us to proceed with the lighting of this tunnel and we will have our plans ready for taking bids at the May Commission meeting.

I would suggest that the negotiations with the power company toward getting power to the operating house be postponed until we are sure we can get an acceptable bid on the lighting. If the power company ran power to the tunnel for the traffic recorder alone, they would have an entirely different installation than they will have if we light the tunnel. I have talked this over with Mr. Head, and he feels that they can wait until after the May letting to go ahead with the traffic recorder installation.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
cc J. A. Head

ASSIGNMENT

h 15, 1951

No. 2
By

ption: Mr. Crandall's letter of March 14 re illumination
Sunset Tunnel and installation of automatic recorders

Acknowledged by _ _ _ _ _ Referred to Paxson ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 3-19-51 Report received _ _ _ _ _ _ _ _
me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 8-50 42299

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1951

SUBJECT: Illumination of Sunset Tunnel -
Installation of Automatic Recorders -
Sunset Tunnel - Hwy. No. 47 - M.P. 41.05

To: Mr. W. C. Williams

[illegible] RETURN TO
W. C. WILLIAMS
FOR FILING

It is contemplated to install the Streeter-Amet magnetic permanent automatic recorder at the west entrance to the Sunset Tunnel as a part of our program of expanding permanent automatic recorder installations throughout the State. Our representative contacted the Field Engineer for the R.E.A. at Vernonia and it was found that power service is within approximately 200 feet of the west portal of the tunnel. In view of the fact that a lighting project has currently been approved for this tunnel, and a check with the Bridge Department reveals that they are working on the plans, it would be appreciated if the Bridge Department could make arrangements to have power service delivered to the west portal to the tunnel so that there could be joint usage of it in the operation of the traffic recorder and operation of the luminaire units in the tunnel.

It is further understood that at the west entrance to the tunnel there is a small stone building which was originally designed for portable generating equipment, looking towards ultimate illumination of the tunnel, but in view of the fact that this type of service is not required, would it be possible for us to install our automatic recording unit in this building?

F. B. Crandall
F. B. Crandall
Traffic Engineer

JAH:bv

Merchant:—
Work out with
Crandall for joint use
of control house at
portal. [illegible]

PROVINCE OF
BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

VICTORIA

File No. 3464-4

March 8th 1951.

Mr. R.H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon,
U.S.A.

NOTED
State Highway Engineer

Dear Mr. Baldock:

Thank you very much for forwarding print showing section for Sunset Tunnel.

I am sure this information will be useful to us in connection with one section of highway in the Fraser Canyon.

Very truly yours,

N.M. McCallum

N.M. McCallum,
Chief Engineer.

NMM:MM

FILING

January 15, 1951

Miss Ruth J. Yuill, Secretary
Necanicum Grange No. 806
Seaside, Oregon

Dear Miss Yuill:

I wish to acknowledge receipt of your resolution directed to the State Highway Commission, wherein you have petitioned for improvements in the marking and delineating of the tunnel on the Sunset Highway in Washington County.

During the 1951 season, a center line was painted through the tunnel on our regular schedule of center-line striping. We agree that the striping is worn and have issued instructions that as soon as weather conditions will permit that the center line will again be repainted.

The illumination of the tunnel has been included as a construction contract project in our 1951 state program.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:en
cc: Hon. Douglas McKay
Governor of Oregon

W. O. Widdows

1859

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

DOUGLAS McKAY
GOVERNOR

January 4, 1951

Miss Ruth J. Yuill, Secretary
Necanicum Grange #806
Seaside, Oregon

Dear Miss Yuill:

I received the copy of the resolution adopted by Necanicum Grange #806, regarding the lighting and marking of the tunnel on the Sunset Highway and I appreciate your bringing to my personal attention the views of your members on the road condition.

COPY

I note that a copy has been sent to the State Highway Commission and I know that you will receive a reply from the Commission. I shall ask that a report be given to me at the same time so that I may have information on the situation.

Very truly yours,

Governor

DM:G

cc - Mr. R. H. Baldock

REFERRED TO
Stiffler

Prepare a reply for my signature with copies to the grange

RESOLUTION

Whereas the tunnel on Oregon State Highway #2, also known as Sunset Highway, is dark, unyielding to even the best automobile lights and is entirely void of any markings or other driving guides whatever and,

Whereas driving through said tunnel under such conditions is extremely dangerous by day or night;

Therefore be it resolved by Necanicum Grange # 806 in regular session the 15th day of December 1950, that the proper authorities be asked to take immediate steps to remedy this dangerous condition by;

1. Establishing and maintaining a clearly visible guiding line along the center of the roadway.
2. Painting the inside wall of said tunnel with white or other suitable light reflecting paint.
3. Placing reflectors or other clearly visible marking on the curbing at the outside edge of the roadway.
4. Installing and maintaining an adequate overhead lighting system.

Be it further resolved, that copies of this resolution be placed on the desks of the Governor of the State of Oregon, the Oregon State HighwayCommission, the County Commission of Clatsop, Tillamook, Columbia, Washington and Multnomah Counties, also be sent to newspapers of general circulation in Northwest Oregon, and to Service Organizations that may be interested and helpful in this program.

Master Vern H Russell
Secretary Ruth J Yuill.
Seaside Oregon
Hamlet Route.

FILING

4-10-4
[illegible]

December 26, 1950

Neva Bell, Secretary
Necanicum Garden Club
Hamlet Route
Seaside, Oregon

Dear Madam:

In your undated letter received today you request in behalf of the Necanicum Garden Club the installation of lights in Sunset Tunnel as a protection to highway traffic.

The State Highway Commission at its meeting last week had this project under discussion, and you will be pleased to know that the Commission authorized me to inform the proponents of this project that it is now being studied with the idea in mind of installing the lights some time during the year 1951.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

NECANICUM GARDEN CLUB
SUNSET HIGHWAY
SEASIDE,OREGON

(4r-4)
12/19

State Highway Commission
Salem, Oregon

Dear Sirs:

In response to the public need for lights in the Sunset Tunnel, on the Sunset Highway, a few miles east of Vernonia Junction, the Necanicum Garden Club would like to go on record as being all for the lights, WE HOPE THIS DRIVING HAZARD CAN BE CORRECTED.

Sincerely,

Neva Bell

Neva Bell
Secretary
Necanicum Garden Club
Hamlet Route
Seaside, Oregon

tell her it is being studied and
it is planned to install it next year

ANSWERED
H. B. GLAISYER

FILING

RESOLUTION

Whereas the tunnel on Oregon St
Sunset Highway, is dark, unyielding
lights and is entirely void of any m
whatever and,

After Five Days Return to
Seth S Yull Sec. 806
[illegible]
[illegible]

Whereas driving through said tunnel under such conditions is extremely dangerous by day or night;

Therefore be it resolved by Nehalem Grange # 806 in regular session the 15th day of December 1950, that the proper authorities be asked to take immediate steps to remedy this dangerous condition by;

1. Establishing and maintaining a clearly visible guiding line along the center of the roadway.
2. Painting the inside wall of said tunnel with white or other suitable light reflecting paint.
3. Placing reflectors or other clearly visible marking on the curbing at the outside edge of the roadway.
4. Installing and maintaining an adequate overhead lighting system.

Be it further resolved, that copies of this resolution be placed on the desks of the Governor of the State of Oregon, the Oregon State Highway Commission, the County Commission of Clatsop, Tillamook, Columbia, Washington and Multnomah Counties, also be sent to newspapers of general circulation in Northwest Oregon, and to Service Organizations that may be interested and helpful in this program.

Master Vern H Russell

NOTED
W. C. WILLIAMS

ED
1950
R FILING

December 22, 1950

Mr. Dale W. Salminen, Secretary
Central Labor Council
P. O. Box 55
Astoria, Oregon

Dear Mr. Salminen:

I am delighted to inform you that the State Highway Commission has approved for next year's budget the lighting of the Sunset Tunnel.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

ENTRAL LABOR COUNCIL
AFFILIATED WITH AMERICAN FEDERATION OF LABOR
OREGON STATE FEDERATION OF LABOR

MEETING FIRST AND THIRD MONDAY
NIGHTS EXCEPT HOLIDAYS

TELEPHONE 1422

OF ASTORIA AND VICINITY

P. O. BOX 55
ASTORIA, OREGON

December 13, 1950

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

The Astoria Central Labor Council adopted a motion requesting the State Highway Commission to provide lighting in the tunnel on Sunset Highway.

Driving through this tunnel is hazardous at best and particularly so at night and during the day when frequent fogs obscure vision. Painting of the walls a light color, painting a yellow stripe in the middle of the roadway and providing adequate lights will remedy this hazard. We believe that power for lights is readily accessible. Lights in the tunnel at Arch Cape on Highway 101 are a fine example of good lighting and similar lights are requested for the Sunset tunnel.

Respectfully yours,

ASTORIA CENTRAL LABOR COUNCIL

Dale W Salminen

Dale W. Salminen, Secretary

RECEIVED
[illegible]
SALEM
[illegible]

VED
OR FILING

4-R-4
12/19/50

December 26, 1950

Al Hetzel, Manager
Astoria Chamber of Commerce
Astoria, Oregon

Dear Mr. Hetzel:

The State Highway Commission at its meeting last week had under discussion a request of Jewell Grange No. 876, Clatsop County, for the lighting of Sunset Highway Tunnel, and in connection therewith I presented your letter of December 9 endorsing the request.

I was instructed by the Commission to inform you that studies of this project are now underway with the view of installing suitable lights during 1951.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

December 13, 1950

Al Hetzel, Manager
Astoria Chamber of Commerce
Astoria, Oregon

Dear Mr. Hetzel:

I shall bring to the attention of the State Highway Commission your letter of December 9, 1950, in which you advise that the Board of Directors of the Astoria Chamber of Commerce at a regular meeting on Friday, December 8, went on record as unanimously in favor of the request of the Clatsop County Granges for the installation of lights in Sunset Tunnel; and also for the painting of a vivid yellow line in the center of the roadway throughout the length of the tunnel.

When the Commission has acted on the matter I shall advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

cc - Members of the Highway Commission
R. H. Baldock
W. C. Williams

"THE NORTHWEST
FISHING CAPITAL"

Astoria Chamber of Commerce

ASTORIA, OREGON

HOME OF THE GREAT TONGUE POINT NAVAL BASE
AND U. S. MARITIME FLEET RESERVE BASE

AGENDA

December 9, 1950.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

At the regular meeting of the Board of Directors of the Astoria Chamber of Commerce held Friday, December 8th a motion was passed by unanimous vote endorsing and favoring the Granges request for the installation of lights in the Sunset Tunnel and with a further request that a vivid yellow line be painted in the center of the road the entire length of the Tunnel.

Cordially,

Al Hetzel

Al Hetzel, Manager

ACKNOWLEDGED
H. B. GLAISYER

COPIES TO COMMISSIONERS
R. H. Baldock
W. C. Williams

RECEIVED
STATE HIGHWAY COMMISSION

"FISH THE ANNUAL ASTORIA SALMON DERBY"
ALWAYS STARTS AUGUST 30

S+C

4-12-4
12/19/50

December 26, 1950

Laura Wooden, Secretary
Jewell Grange No. 876
Jewell, Oregon

Dear Madam:

Pursuant to information given you in my letter of December 13, I presented to the Highway Commission at its meeting last week your letter of December 1, 1950, in which you advised that Jewell Grange No. 876 had gone on record as urgently requesting the State Highway Commission to make provision for adequate lighting in Sunset Highway Tunnel.

I was instructed by the Commission to inform you that studies of this project are now underway and that it is the intention of the Commission to see that the lights are installed some time during 1951.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

December 13, 1950

Laura Wooden, Secretary
Jewell Grange No. 876
Jewell, Oregon

Dear Madam:

This acknowledges your letter of December 1, 1950, advising that Jewell Grange No. 876 in regular session on December 1, 1950 went on record as urgently requesting the State Highway Commission to provide adequate lighting for the tunnel on the Sunset Highway.

I shall bring your letter to the attention of the State Highway Commission, and when action has been taken thereon I shall advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - Members of the Highway Commission
R. H. Baldock
W. C. Williams

Jewell, Oregon.
December 1-1950.

4-R-4

Oregon State Highway Commission
Salem, Oregon.
Gentlemen:

Jewell Grange #876, Clatsop County in regular session December 1-1950, went on record as urgently requesting the State Highway Commission to provide adequate lighting for the tunnel on the Sunset Highway.

Respectfully submitted,

Master - Joseph N. Foster
Secretary - Laura Wooden
Jewell Grange #876
Jewell, Oregon.

COPIES TO COMMISSIONERS
R. H. Baldock
W. C. Williams

[illegible]
H. B. GLAISYER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

SHC

ILING

December 22, 1950

Mr. Donald McNeil, Manager
Seaside Chamber of Commerce
Seaside, Oregon

Dear Mr. McNeil:

I am delighted to inform you that the State Highway Commission has approved for next year's budget the lighting of the Sunset Tunnel.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Seaside has everything

Seaside
Chamber of Commerce
Seaside, Oregon

December 15, 1950

R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

Along with other organizations in this area, the Board of Directors has asked me to urge the Highway Department's serious consideration on a program for lighting the Sunset Highway tunnel.

We are informed that a power supply is readily available near that location. The Board's action is prompted by its interest in general safety measures. It is felt the danger of fog, which often hangs in that area, can be reduced with tunnel lighting.

Sincerely,

CHAMBER OF COMMERCE

By D McNeil
Donald McNeil, Manager

DM/am

951

FILING

FORM E-30 25M 1-50 37538

[illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1950

SUBJECT: Lighting of Sunset Tunnel

2321

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Some time ago, Mr. Baldock advised that the Sunset Tunnel was to be lighted. We have made estimates for a lighting system comparable to the system at the Arch Cape Tunnel south of Cannon Beach and estimate the cost to be $17,000. Please advise whether we are to proceed with the design for contracting of this installation.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP/ds

ASSIGNMENT

e: November 20, 1950 - [illegible]

No. [illegible]

By ---

ription: **Mr. Stiffler's letter of November 2 suggesting that lighting of Sunset Tunnel on Sunset Highway be included in next construction program - probably state program**

Acknowledged by ----- Referred to **Paxson** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------------------ signature

Assignment executed 12-18-50 Report received

~~PLEASE RETURN TO~~
W. C. WILLIAMS
FOR FILING

Remarks: **Please furnish estimate of cost.**

WCW

RECEIVED
NOV [illegible] 1950
FOR FILING

FORM E-30 25M 8-50 42299

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1950

SUBJECT: Tunnel Lighting Project

To: Mr. W. C. Williams

REFERRED TO
Paxson
By Asst. Chief Engineer

OK to improve lighting at Salt Creek but 1st priority should be given Sunset where no lighting exists. WCW.

L

As an outgrowth of a discussion had with Mr. DeSart, I understand that there are tentative plans for lighting project in Sunset Tunnel on ORE2. The question was raised as to whether or not we did not have tunnels over our system wherein the situation was more critical than would appear to be the case at Sunset Tunnel. In this direction, I have checked up accident-wise and made comparison between situation at Sunset Tunnel and Salt Creek Tunnel on ORE58, and attach accident summaries hereto.

As you will note from the attached tabulation, during the period 1946 through the first nine months of 1950, there was only one accident of record with respect to Sunset Tunnel as compared to ten, for Salt Creek. In the light of such record it would appear that notwithstanding the fact we have some illumination in Salt Creek at the present time, there is room for improvement through additional and later type, more modern lighting in the form of mercury-vapor units.

If we have some money earmarked for tunnel lighting project, it would appear that priority consideration be given Salt Creek Tunnel, looking to improvement and modernization of such illumination as is presently installed.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC/mah

Attachment

cc - [illegible]. S. Payson
D. [illegible]. DeSart

RECEIVED
NOV 3 - 1950
FOR FILING

[illegible]
Traffic Safety
Hwy [illegible]

Sunset Tunnel

Salem, Oregon
November 2, 1950

Mr. W. C. Williams

In reviewing my notes taken on the trip yesterday with Mr. Baldock, I find that he has requested that we include in the next construction program - probably state program - the lighting of the Sunset Tunnel on the Sunset Highway.

W. W. Stiffler

WWS:er

cc: G. S. Paxson

329-1704 Tillamook (Miller Avenue) 1951
Grading & Paving Project
#3531 in Tillamook.

FORM A-190 5M 11-51

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. F. HAGEMANN

City of Tillamook
Tillamook, Oregon

Attn: H. S. Paulson
City Mgr.

Invoice No. 23893

Date May 22, 1952

Your Req. No.

Billing Request No. CE 30

Credit distribution: [illegible]-299

Agreed city share of 1950 Special City Allotment Project costs for grading and paving Miller Avenue. Work done under Contract No. 3531 and covered by agreement dated May 25, 1951.

FINAL COST	Advance Deposits		$24,000.00
Contract Items		32,768.39	
Construction Engineering		2,750.68	
Survey		835.50	
Total		36,354.65	
Agreed State Share		15,000.00	
Agreed City Share			21,354.65
To be refunded			$ 2,645.35

STATE PRINTING 53355

RECEIVED
NOV
FOR FILING

OREGON STATE HIGHWAY COMMISSION

October 30, 1951
(date)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3531	4 Final	C. H. Grimstad & T. Vanderveldt

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19148	B-27076	983.05	Oct. 30, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1951
Time Extensions: None needed
Completion Date: Aug. 27, 1951
Date Accepted: Sep. 12, 1951
Penalties: None of record
Claims: None of record
Remarks:

Date: 10-31-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
By
Acting Secretary

Warrant Mailed: 10/31/51
D B Taylor

RECEIVED
OCT [illegible] 1951
FOR FILING

October 15, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3531 for grading and paving on the Tillamook (Miller Ave.) City Street Section in Tillamook County was completed by the contractor, C.H. Grimstad & T. Vanderveldt, on August 27 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $983.05 will be released to the contractor on or after October 25, 1951. The total contract amount is $32,768.39, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

Portland Branch Office

NOTED ON CARD
10-15-51

RECEIVED
1951
FOR FILING

[illegible]

[illegible]

September 25, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to C. H. Grimstad & T. Vanderveldt on contract No. 3531, for grading and paving on the Tillamook (Miller Ave.) Section in Tillamook County.

This payment, in the amount of $11,458.67, will be made to the contractor on or after October 5, 1951. The retained percentage is $983.05.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:- Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

Portland Branch Office

[illegible]

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 14, 1951

Section Tillamook (Miller Avenue)

Kind of work Grading & Paving

Highway City Street

Section prefix 329-1704

Contractor Grimstad & Vanderveldt

Contract number 3531

Date of contract May 31, 1951

Date of completion September 15, 1951

Date work started June 12, 1951

Estimated date of completion , 19

Amount of contract $34,353

Per cent of time elapsed 80%

Estimated cost of completed project, exclusive of engineering $32,768.39

Per cent of contract completed, based on total contract price 95.4%

Engineering cost to date $2,585, 7.52%

Date project was completed August 27, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Computer and self completed semi-final estimate and submitted same Thursday.

This is the final weekly report.

Mr. Walker and Mr. Eason in office Wednesday.

NOTED

RECEIVED
SEP 17 1951
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 17 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy

Address Box 169 Tillamook, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.226	0.226			0.226
Miles partially completed					
Miles completed	0.226	0.226			0.226
Total estimated quantities	1,400 cy	2,400 cy			950 ton
Estimated quantities moved or placed to date	1,342 cy	2,315 cy			930 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	cloudy		
Saturday			

RECEIVED
FOR FILING

3-4-1904

3531

June 22, 1951

C. H. Grinstad and T. Vanderveldt
749 - 9th Street
Astoria, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3531 which was awarded to you on May 31, 1951 by the State Highway Commission covering grading and paving on the Tillamook (Miller Avenue) Section of a city street in Tillamook County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

[illegible] 6-22-51 er

RECEIVED
1951
FOR FILING
329-1204
3531

AC[illegible]
JU[illegible]

May 31, 1951

C. H. Grimstad & T. Vanderveldt
749 - 9th Street
Astoria, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3531 for the Tillamook (Miller Avenue) Grading and Paving Project in Tillamook in Tillamook County. This award was based on your low bid of $34,353.00 submitted on May 24, 1951

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

ehr

cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White

[illegible]

SVC

vice desired;
message will be
a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 31, 1951
11:45 a.m.

[illegible] Grimstad & T. Vandervelt
749 - 9th Street
Astoria, Oregon

State Highway Commission awarded you today contract for Tillamook (Miller Avenue) Grading and Paving Project in Tillamook, Tillamook County, based on your low bid submitted May 24, 1951. Contract forms follow shortly.

[illegible] Glaisyer, Secretary
Oregon State Highway Commission

cc: Confirmation
C. W. Head
Auditor (5001-900)
Files

RECEIVED
JUN 1 - 1951
FOR FILING

FORM E-30 25M 8-50

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Attached please find City of Tillamook Certified Warrant No. 523 in the amount of $24,000 drawn on the First National Bank of Portland, Tillamook Branch, and dated May 28, 1951.

This warrant represents the City of Tillamook's advance deposit in connection with the Miller Avenue city allotment project in Tillamook. Bids were opened for this project at the May 24-25 meeting of the Highway Commission.

Check 523 for $24,000 to
acc Div. 6-1-51
FQuery

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

cc: Mr. M. H. Hawke
Mr. W. C. Williams

R

RECEIVED
APR [illegible] 1951
FOR FILING

March 30, 1951

Mr. Jack Faber
City Manager
Tillamook, Oregon

Dear Sir:

I am replying to your letter of March 23, 1951, addressed to Mr. Cattrall, regarding the Miller Avenue project in your city.

1. The plans and specifications are being changed to include straight curbs instead of combination curb and gutter.

2. No objection is raised against the use of 1" - 0" screen rejects; however, such material must pass a laboratory test. A sample will be tested in the near future and the specifications will be written accordingly.

3. The use of a binder course is now standard procedure with the Highway Department. The binder course, by stabilizing the base, prevents its displacement during rolling operations and provides a more uniform surface upon which to lay the pavement, which results in a uniform pavement thickness and assures a better job. Also, a uniform pavement thickness reduces overruns of the asphaltic concrete which reflects a saving in the overall cost of the project. We cannot approve the elimination of the binder course.

4. The item covering the salvaging of pipe will be eliminated.

5. The use of a seal coat on asphaltic concrete pavement is standard procedure with the Highway Department. After our experience on 3rd Avenue E., our specifications have been changed to reduce the quantity of material used in the cover and also require the removal of all excess. We cannot approve the elimination of the seal coat.

It is impossible to include this project in the April letting since the notice to contractors has already been sent out. It is believed that the plans and specifications will be completed and ready for the May letting. As soon as the plans and specifications are ready, I will forward the copies to you as requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWC:MM WCW:me

cc Mr. John W. Cattrell
Mr. S. H. Probert
Mr. F. D. Eason

COUNCILMEN
HEROLD E. WADE
THOS. H. BAILEY
GLENN ROSENBERG
FRED H. GUYTON
F. J. BECKER

TILLAMOOK CITY
TILLAMOOK, OREGON

H. G. ELLIOTT, MAYOR
JACK TABER, MANAGER
H. M. SLAUSON, RECORDER

March 23, 1951

Mr. John Cattrall
State Highway Department
P. O. Box 30
Salem, Oregon

NOTED
J. W. CATTRALL

Dear Mr. Cattrall:

It seems that while I was waiting to receive a copy of plans and specifications on Miller Avenue from you, you were waiting for me to commit myself, in writing, on some of the material changes that I wanted made. Below are listed the changes desired:

1. Straight curbs instead of combination curb and gutter.
2. 1" - 0" screen rejects in Top Course of base instead of 3/4" - 0" crushed.
3. Eliminate the binder course.
4. Eliminate the item for salvaging pipe. ok
5. Eliminate the seal coat.

My reason for changing from curb and gutter to straight curb is we save approximately $1.00 per lineal foot and with the finished grade as desinged, we do not need the concrete gutter. I believe that screen rejects can be manipulated and compacted better than crushed rock, also a saving in cost. Elimination of the binder course is largely a matter of cost, because of the smallness of the amount involved and the expense of bringing in the tar in such a small quantity; I think this makes the cost prohibitive. I further believe that with proper care and good inspection the base can be kept tight and in good shape without it. Eliminating the item for pipe salvage, this is to save the $100 shown on your estimate; I don't think the pipe will be worth it.

While I know that at the present time the Highway Department is strong for seal coat, I wish this item deleted because I feel that if a dense "B" mix of asphaltic concrete is laid the top willbe tight, also the cover, regardless of how light a coat creates a big problem from the surplus material in curbed sections, not only the pickup at the completion of the job but in the storm sewers later.

We are advertising for bids to "let" our street work April 4, 1951, so wish you to proceed with the "letting" of Miller Avenue at your earliest convenience.

Yours very truly

Jack Taber

JT/g

Jack Taber, Tillamook City Manager

RECEIVED
MAY 1951
FOR FILING

324-1734

1951

May 8, 1951

Mr. H. C. Elliott, Mayor
Tillamook, Oregon

Dear Sir:

I received the contract between the State Highway Commission and the City of Tillamook relative to the Tillamook city street project, which has been executed by the City of Tillamook.

I did advise the late Mr. Taber that the City did not need to submit its deposit until bids had been received, so that the amount of the deposit would be known. After the bids are received, the contract cannot be awarded until such deposit is made. The Highway Commission will not award the contract without approval of the City of Tillamook.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

January 8, 1951

Mr. Jack Taber
City Manager
Tillamook, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of January 4 re deferring the contracting of the Tillamook special city allotment project until April or May at which time the City of Tillamook anticipates contracting additional paving on city streets.

It would be appreciated if you could give this office advance notice of the proposed date of contracting this additional work so that we may coordinate our bids with yours.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relatins

JFH:MM

COUNCILMEN
HEROLD E. WADE
THOS. H. BAILEY
GLENN ROSENBERG
FRED H. GUYTON
F. J. BECKER

TILLAMOOK CITY
TILLAMOOK, OREGON

H. C. ELLIOTT, MAYOR
JACK TABER, MANAGER
H. M. SLAUSON, RECORDER

January 4, 1951

John Cattrall
Assistant Engineer
County and City Relations
Oregon State Highway Comm.
Salem, Oregon

Dear John:

In line with our conversation last week, the council agrees with me that if we can get the Highway Commission to hold up the letting on Miller Ave. until their April or May letting, we should have processed and let considerable Black Top of our own by then, which we feel will materially improve the prices we can expect on the Miller Ave. job.

As you know a job as small as the one we are figuring on, this far off the beaten path, can't help but be very high.

Miller Ave. beyond the south end of the project is a must for this construction season and is nearly three times the size of our cooperative job. We also have 20 to 25 other blocks of City streets in the kettle and probably half of them will be built. If you want any further information on our thinking on this, drop me a line.

Yours truly,

Jack Taber

[illegible]
JAN 8 1951
ENGINEER
COUNTY & CITY RELATIONS

5000 [illegible]

[illegible]

TILLAMOOK (MILLER AVENUE)
Comparative Estimates

Item	Unit	V. Jones 12/15/50 Unit Price	Qty.	(With 1"-0 No Binder No Seal) Amount	(With 3/4"-0 Binder & Seal) Amount
Removal of Pavement & Walks	Sq. Yd.	$ .75	2,500	$1,875.00	$ 1,875.00
Removal of Curbs	Lin. Ft.	.60	1,140	684.00	684.00
Structural Exc. Unclass.	Cu. Yd.	3.50	440	1,540.00	1,540.00
General Exc. Unclass.	Cu. Yd.	1.25	1,470	1,837.50	1,837.50
8'inch Sewer Pipe 3.50	Lin. Ft.	1.60	270	432.00	432.00
12-inch Sewer Pipe	Lin. Ft.	2.40	810	1,944.00	1,944.00
15-inch Sewer Pipe	Lin. Ft.	3.25	310	1,007.50	1,007.50
~~Salvaging Culvert Pipe~~	~~Lin. Ft.~~	~~2.50~~	~~40~~	~~100.00~~	~~100.00~~
Type "B" Manholes	One	225.00	4	900.00	900.00
Concrete Catch Basins 100.00	One	80.00	8	640.00	640.00
Adjust Manholes 35.00	One	35.00	5	175.00	175.00
Conc. Curb & Gutter 50.00	Cu. Yd.	60.00	110	6,600.00	6,600.00
3/4" x 18" Dowel Bars in Gutter	One	.60	130	78.00	78.00
Conc. Walk 3.60	Sq. Yd.	3.50	90	315.00	315.00
3"-0 Mtl. in Base 2.50	Cu. Yd.	2.50	2,000	5,000.00	5,000.00
(3/4"-0 Mtl. in Base 2.75	Cu. Yd.	3.50	400		1,400.00
1"-0 Scr. Rejects in Base	Cu. Yd.	3.00	400	1,200.00	
Sprinkling ?	M-Gal.	3.00	50	150.00	150.00
3/4"-0 Mtl. in Binder	Cu. Yd.	6.00	50		300.00
RT-4 Tar in Binder	Ton	75.00	9		675.00
Class "B" Asph. Conc. 9.50	Ton	12.00	880	10,560.00	10,560.00
Emuls. Asph. in Seal Coat	Ton	75.00	5		375.00
Aggregate in Seal Coat	Cu. Yd.	6.00	30		180.00
Net Contract				$35,038.00	$36,768.00
12-1/2% Engr. & Conting.				4,379.75	4,596.00
TOTAL AMOUNT				$39,417.75	$41,364.00

Salvaging Pipe: Requires handwork in excavating, handling, and cleaning; a certain amount of broken pipe usually occurs, if merely removed it is usually dug out by equipment or broken down and left in place; the latter, of course, is cheaper than handwork involved in salvaging and is performed as a part of clearing and grubbing work. If specifications call for salvaging pipe with possibility of eliminating item after it is decided the pipe is n.g., the contractor would probably boost his bid prices to protect himself.

Top Course Base Mtls.: 1"-0 rejects or 3/4"-0 crushed material; if the specs. leave it open to either of the above with the proviso that the 1"-0 rejects must meet quality requirements, the contractor would in all probability bid the 1"-0 the same as 3/4"-0 in order to protect himself in the event that the 1"-0 mtl. would not meet the quality requirements, as in that case he would be required to furnish the crushed 3/4"-0 mtl.

FORM E-123X 25M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 29, 1950

Hon. H. C. Elliott
Mayor of Tillamook
Tillamook, Oregon

Dear Mayor Elliott:

The State Highway Commission at its meeting last week had under discussion the matter of approving a Special State Tax Street Fund Project in the City of Tillamook, being the same project that was approved by the Commission last year but which could not be undertaken because of the inability of the city to contribute its share of the cost.

The Highway Commission was given to understand that the people of the City of Tillamook at a primary election this year approved a bond issue to provide $27,000, which is the city's cooperative share of the project, which leaves a balance of $15,000 as the state's share.

You will be pleased to know that the Highway Commission approved reinstatement of this project in its Special State Tax Street Fund program. It is my understanding that the work will be done in 1951.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Mr. John Aschim, Sec.-Mgr.
Tillamook Chamber of Commerce
Tillamook, Oregon

Mr. Harold E. Wade
P. O. Box 268
Tillamook, Oregon

Mr. John W. Cattrall

RECEIVED
AUG [illegible] 1950
CONS. ENGINEER

NOTED
J. W. CATTRALL

FORM S-123X 25M 8-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 16, 1950

NOTED
J. W. CATTRALL

RECEIVED
AUG 16 1950
ENGINEER

Oregon State Highway Commission

Gentlemen:

In 1949 the Highway Commission approved a special State Tax Street Fund project in the City of Tillamook, based on the State's providing $15,000 and the City $27,000, for a $42,000 project. The City was unable to raise its portion of the money and requested that the project be deferred, which request you acceded to.

In the primary election of this year the City of Tillamook approved a bond issue in an amount sufficient to provide for the City's $27,000 cooperation, and the City, therefore, requested that the project be reinstated.

This project is a very meritorious one, the street being subject to an extremely large volume of log trucks, and I recommend your approval of the project as a combination 1950-51 project. Actually, most of the allocation will be from 1951 funds, as the amount to be provided from 1950 funds would be only such amount as may accrue by reason of underruns on previously committed projects.

This matter will be on the next agenda, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. John W. Cattrall

FORM E-90 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
August 14th, 1950

SUBJECT:

RECEIVED
AUG 14 1950
ENGINEER
COUNTY [illegible]

To: Mr. John Cattrall, Engineer
City & County Relations
Department

Dear Sir:

On July 27th, 1950, at your direction, two soils samples were taken on Miller Avenue in Tillamook. Sample #1 was from the SE corner of 7th Street and Miller Avenue at a depth of 4 feet and was tan colored, silty clay. Sample #2 was secured at 2' - 3' depth from the SW corner of 9th and Miller. This material was a black clay soil. The laboratory reports covering the tests made on these samples were forwarded on August 8th, 1950. The following are the Group Index values and recommended thicknesses of subbase, base and surfacing:

Sample	GI	HT	MT
1	14.2	22.5	19.5
2	16.0	23.0	20.0

As the traffic designation is based on count only and there is a predominance of heavy truck traffic on this section, it is recommended that the values for heavy traffic be used, or a thickness of 23 inches.

The hydrometer analysis on the soil indicates that a sand blanket between the subgrade and the base rock would be of value. If used, this sand material should be such that no more than 85% of the material be larger than 0.56 millimeter (No. 30 sieve approximately) and no more than 15% be smaller than 0.016 millimeter in diameter. A concrete sand should meet this requirement. If a sand blanket is used, the following breakdown of the 23-inch thickness is suggested:

Surfacing	5"
Base Rock	9" - 14"
Sand	4" - 9"

These values are to be on such a combination as to total 23 inches.

If any further information or assistance is required, please let me know.

Very truly yours,

J. H. Schaub

J. H. Schaub
Soils Engineer

JHS:AR

cc to: H. G. Smith
Ray Webber
F. D. Eason

J. C. HOLDEN, RECORDER
COUNCILMEN
HEROLD E. WADE
THOS. H. BAILEY
GLENN ROSENBERG
FRED H. GUYTON
F. J. BECKER

H. C. ELLIOTT, MAYOR
Jack Tabor
~~C. F. TRINKLE~~, CITY MANAGER

TILLAMOOK CITY
TILLAMOOK COUNTY
OREGON

OFFICE OF CITY RECORDER

H. W. OLIVER, CHIEF OF POLICE
GEORGE W. LEMERY, HEALTH OFFICER
ROBERT Y. THORNTON, CITY ATTORNEY
MILDRED DAVY, CITY TREASURER
JOE CARNAHAN, FIRE CHIEF
HOWARD L. SHERWOOD, STREET COMMISSIONER

NOTED
J. W. CATTRALL

August 8, 1950

Mr H. C Ayers
Oregon State Highway Dept.
Salam, Oregon

Dear Mr Ayers;

At a regular council meeting last nighte, the council of the city of Tillamook, voted approval of your preliminary estimate for Miller Ave. between 6th and 10th Streets. The council allso agreed to have availabe the estimated amount of $27,000 at the necessary time.

It was the hope of the council as well as my own that the estimate is somewhat high and that in the final settlement that the city's share will be considerable less than the amount estimated. We also hope to get the storm drain and drainage structures in this fall at a somewhat better price [illegible] , as we intend to contract for a strom drain program of our own. We will install catch basins to fit existing conditions, and adjust to fit the new construction later.

Hopeing that this meets with your approval and that we are successful in having this project approved at this month's commission meeting.

Yours truly,

Jack Tabor

City Manager

RECEIVED
AUG 10 1950
ENGINEER
COUNTY & CITY RELATIONS

Form [illegible]—Revised—4M—[illegible]

GON STATE HIGHWAY COMMISS

Materials Department

Laboratory Report

Project	Miller Street, Tillamook	Prefix No.	5802-710
Highway		County	
Contractor	Contract No.	F. A. Project No.	
Submitted by	J. H. Schaub	Date reported	Aug. 8, 1950

REPORT ON SAMPLE OF SOIL

Source of material	SE Cor. 7th & Miller Sts.		
Sampled at		Date received	July 28, 1950
To be used	Subgrade	Quantity represented	
Sampled by	J. H. Schaub		
Laboratory No.	249188	Type of Material	Soil
Data Sheet No.	97864	Sample No.	1

TEST RESULTS

SOIL ANALYSIS:

LL	64 %
PI	21 %
FME	%
SL	%
R	%
Cf	%
LS	%

Classification—Group

Sp. Gr. (Le Chatelier) 2.38

SIEVE ANALYSIS:

Ret. on	% Single Sieve
10	.1
200	5.5
P200	94.4

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	.1 %
Coarse sand, 2.0 to 0.25 mm.	2.0 %	2.0 %
Fine sand, 0.25 to 0.05 mm.	46.0 %	45.9 %
Silt, 0.05 to 0.005 mm.	34.5 %	34.5 %
Clay, smaller than 0.005 mm.	17.5 %	17.5 %
Colloids, smaller than 0.001 mm.	%	%

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed
% Compaction		
% Moisture		
Depth Ratio Z/R		
Pavement Thickness, Z		
Angle of Friction, ϕ		
Cohesion, C		

Remarks:

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

Informational.

TEST REPORT DISTRIBUTION:

Public Roads Administration
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x Schaub
2x Cattrell

RECEIVED
AUG [illegible] 1950
[illegible]

Engineer of Materials

STATE PRINTING DEPT.

Revised—4M—8-49—22230

C GON STATE HIGHWAY COMMISS

Materials Department

Laboratory Report

Project **Miller Street, Tillamook**
Highway
Contractor
Submitted by J. [illegible] Schaub
Contract No.
Prefix No. 5802-710
County
F. A. Project No.
Date reported Aug. 8, 1950

REPORT ON SAMPLE OF SOIL

Source of material SW Cor. 9th & Miller Sts.
Sampled at
To be used [illegible]
Sampled by J. [illegible] Schaub
Laboratory No. 149139
Data Sheet No. 97664
Date received July 28, 1950
Quantity represented
Type of Material Soil
Sample No. 2

TEST RESULTS

SOIL ANALYSIS:
LL %
PI %
FME %
SL %
R %
Cf %
LS %
Classification—Group
Sp. Gr. (Le Chatelier) 2.25

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	.5
10	.3
200	7.4
P200	91.8

DENSITY DETERMINATION:
Dry Density, lbs./c. f. % Moisture

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	.8 %
Coarse sand, 2.0 to 0.25 mm.	3.2 %	3.2 %
Fine sand, 0.25 to 0.05 mm.	44.3 %	43.9 %
Silt, 0.05 to 0.005 mm.	36.0 %	35.7 %
Clay, smaller than 0.005 mm.	16.5 %	16.4 %
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed
% Compaction		
% Moisture		
Depth Ratio Z/R		
Pavement Thickness, Z		
Angle of Friction, ϕ		
Cohesion, C		

Remarks:

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

Informational.

TEST REPORT DISTRIBUTION:
Public Roads Administration
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
X Files
x R. Webber
x Schaub
2x Cotterell

Engineer of Materials

STATE PRINTING DEPT.

FORM E-123X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 3, 1950

RECEIVED
JUL 5 1950

Mr. John Aschim, Secretary-Manager
Tillamook Chamber of Commerce
Tillamook, Oregon

NOTED
J. W. CATTRALL

Dear Mr. Aschim:

I have investigated the matter of allocation of $15,000 of special State Tax Street Funds for the Miller Street project in Tillamook.

As you know, the Commission approved this project in 1949, but, at the request of the City, the project was canceled, inasmuch as voters rejected a bond issue to pay the City's share. I quote from a letter over the signature of C. F. Trinkle, City Manager, under date of April 13, 1949:

> "At a special city election held yesterday, the voters rejected a proposed bond issue to pay our portion of the cost of widening and resurfacing Miller Avenue. Therefore, we will not be able to go ahead with this job at the present time.
>
> "Perhaps sentiment will change when the Tenth Street job is completed this summer. Anyway, we thank you for your cooperation on this project."

As you know, the $250,000 must, by law, be expended each year, and, therefore, it was necessary to select another project to utilize the $250,000 for 1949.

No further request was made for the project until a letter dated May 20, 1950, which was received in this office May 22, requesting reopening of the project inasmuch as voters on May 19 approved a bond issue. This was too late to be considered in the 1950 funds, as all of such funds have been programmed for the current year.

However, we will certainly recommend your project for 1951, and, if approved by the Commission, it will in no way delay the construction schedule, as, even though we were to call for bids this fall, the work could not be completed before winter. I will advise you of the Commission's action on the request.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Harold E. Wade
P. O. Box 268
Tillamook, Oregon
Mr. J. W. Cattrall ✓

Form cc-50
Special City Allotment

5-15-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Tillamook City is an incorporated city of the State of Oregon, and has a population of 2751, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, Miller Avenue, from the north line of Sixth Street to the south line of Tenth Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, Miller Avenue, from the north line of Sixth Street to the south line of Tenth Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Tillamook City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate the City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this ~~First~~ [illegible] 15th day of May, 1950.

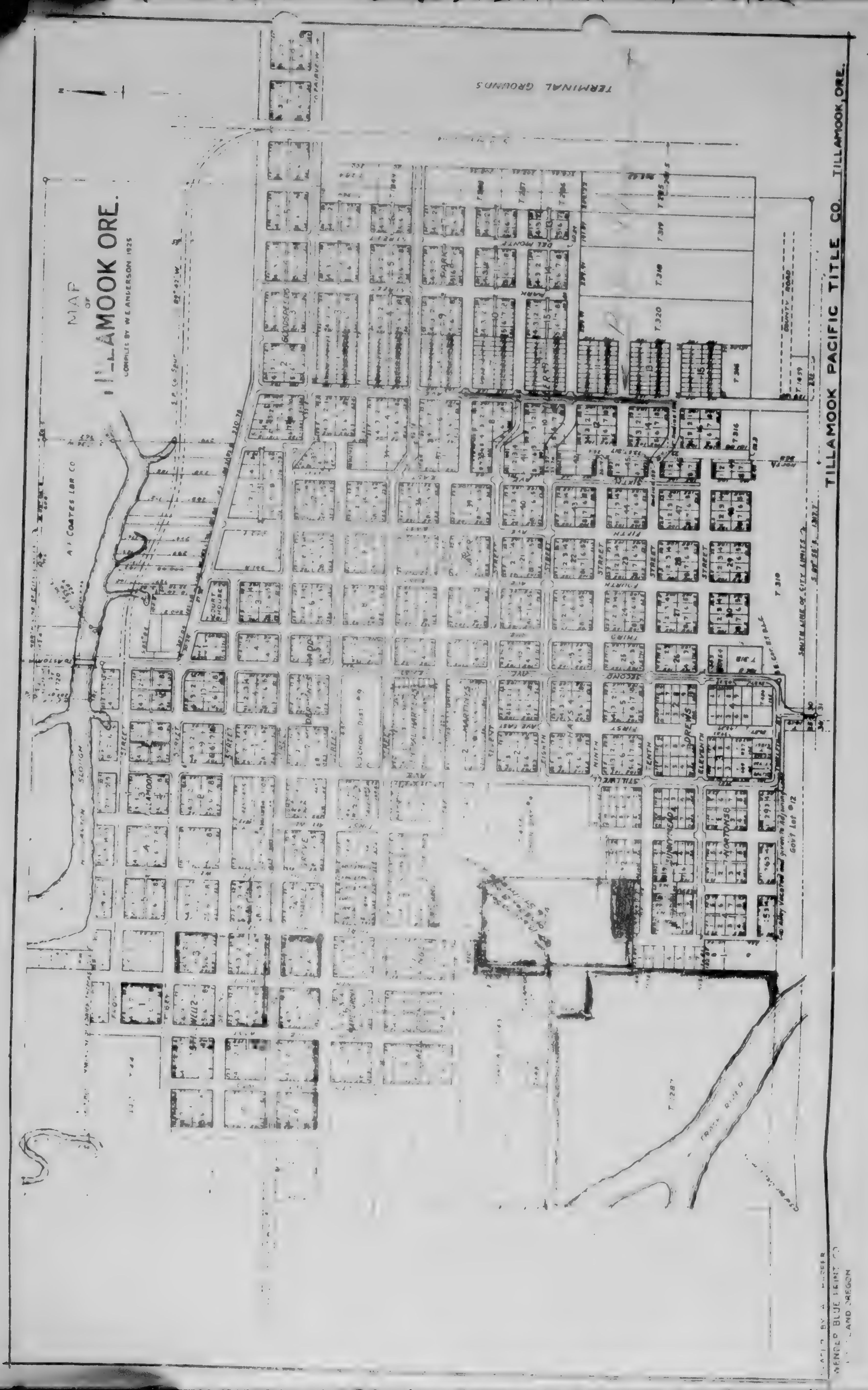
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

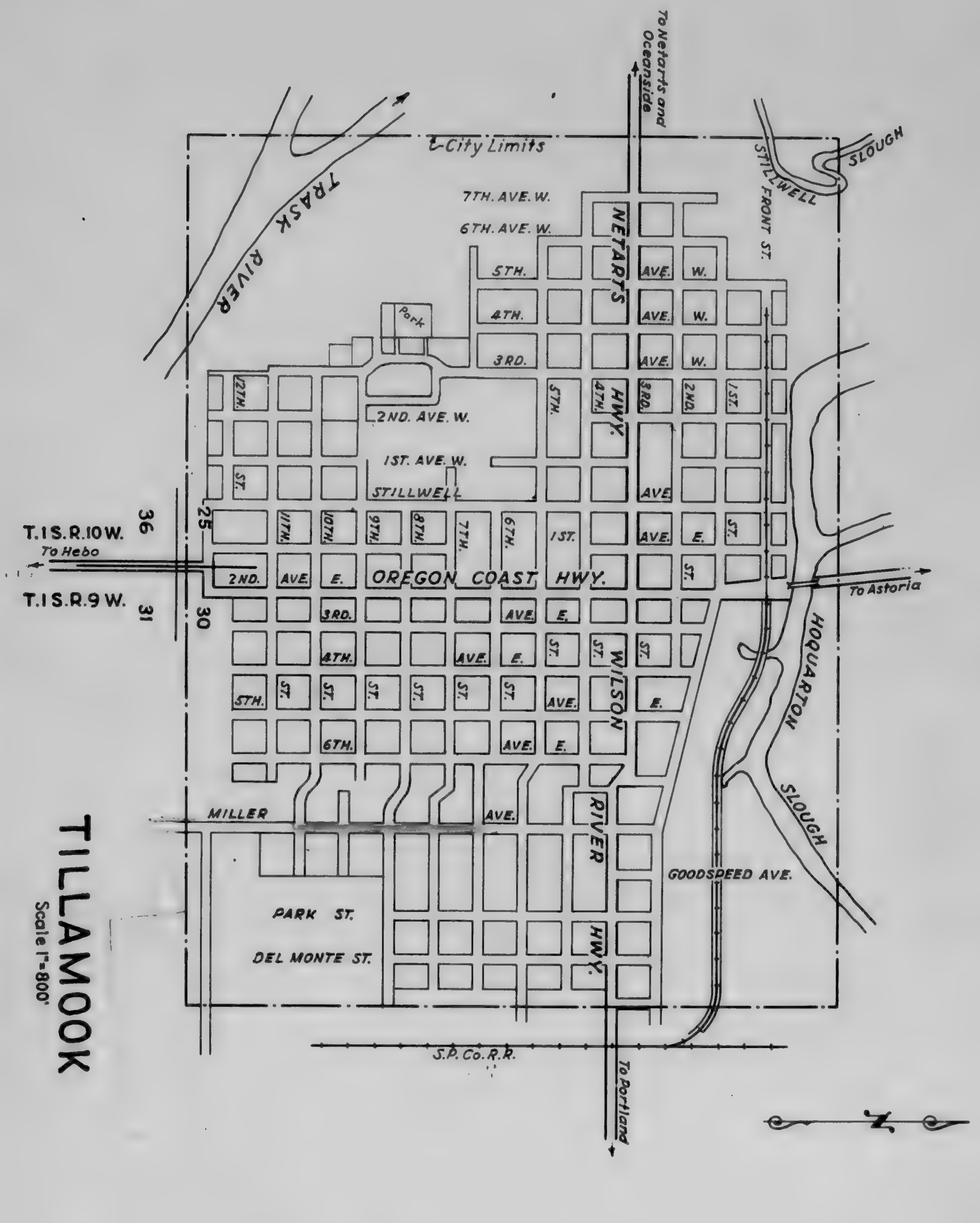
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook City at a regular or special meeting of said council, held on the ~~First~~ 15th [illegible] day of May, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15 day of May, 1950.

HMSlauson
City Recorder


MAP OF TILLAMOOK ORE.
COMPILED BY W. E. ANDERSON 1925
TILLAMOOK PACIFIC TITLE CO. TILLAMOOK, ORE.
TERMINAL GROUNDS
A. T. COATES LBR CO
SLOUGH
TRASK RIVER
SCHOOL DIST. No 9
COURT HOUSE
COUNTY ROAD
SOUTH LINE OF CITY LIMITS
DEL MONTE
PARK
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
NINTH
TENTH
ELEVENTH
STILLWELL
DREWS
NORTONS
STREET
AVE



TILLAMOOK

Scale 1"=800'

Tillamook 2-9-50

Miller Ave from 10th to 6th.

(10th to 8th 0.11 mile no curbs)
8th to 6th 0.11 mile curbs & no pavement) (24' wide now)

Remove curbs & old pavement 8th to 6th - 0.11 mile
Regrade from 10th to 8th 0.11 mile
Total - 0.22 mile 40' wide
Type "C" Place curbs, provide drainage and asphaltic Concrete pavement, 3" - 40' width

	Remove Curbs	1160 lin ft	$ .60	$ 696.00
Gen Exp	Pavement Removal	~~1550~~ sq yds 800	1.35	1100.00 ~~1550.00~~
	3"-0 in base	2400 cu yds	2.50	6000.00
	3/4-0 in base	350 cu yds	4.00	1400.00
	Conc Curbs	110 cu yds	50.00	5500.00
	Conc Catch basin	10 each	75.00	750.00
	Conc Man holes	2 each	190.00	380.00
	Conc Pipe 12"	1300 lin ft	2.50	3250.00
	Asphaltic Concrete	935 ton	9.00	8415.00
				27,941.00
				2794.00
				500.00
				$31,235.00

(Haul 3 blocks)

Change at
City request
Remove present
Conc pavement

1

Tillamook 2-9-50

Preliminary Estimate

Miller Avenue from 10th to 6th a distance of approximately 0.22 mile

(10th to 8th; 0.11 miles no curbs)
(8th to 6th; 0.11 miles curbed + concrete pavement 24' wide)

Proposed remove curbs; widen Street to 40', place 12" compacted base 10th to 8th and on widened sections, place Type "C" Curbs, drainage + storm sewer; place 3" of asphaltic Concrete 40' width.

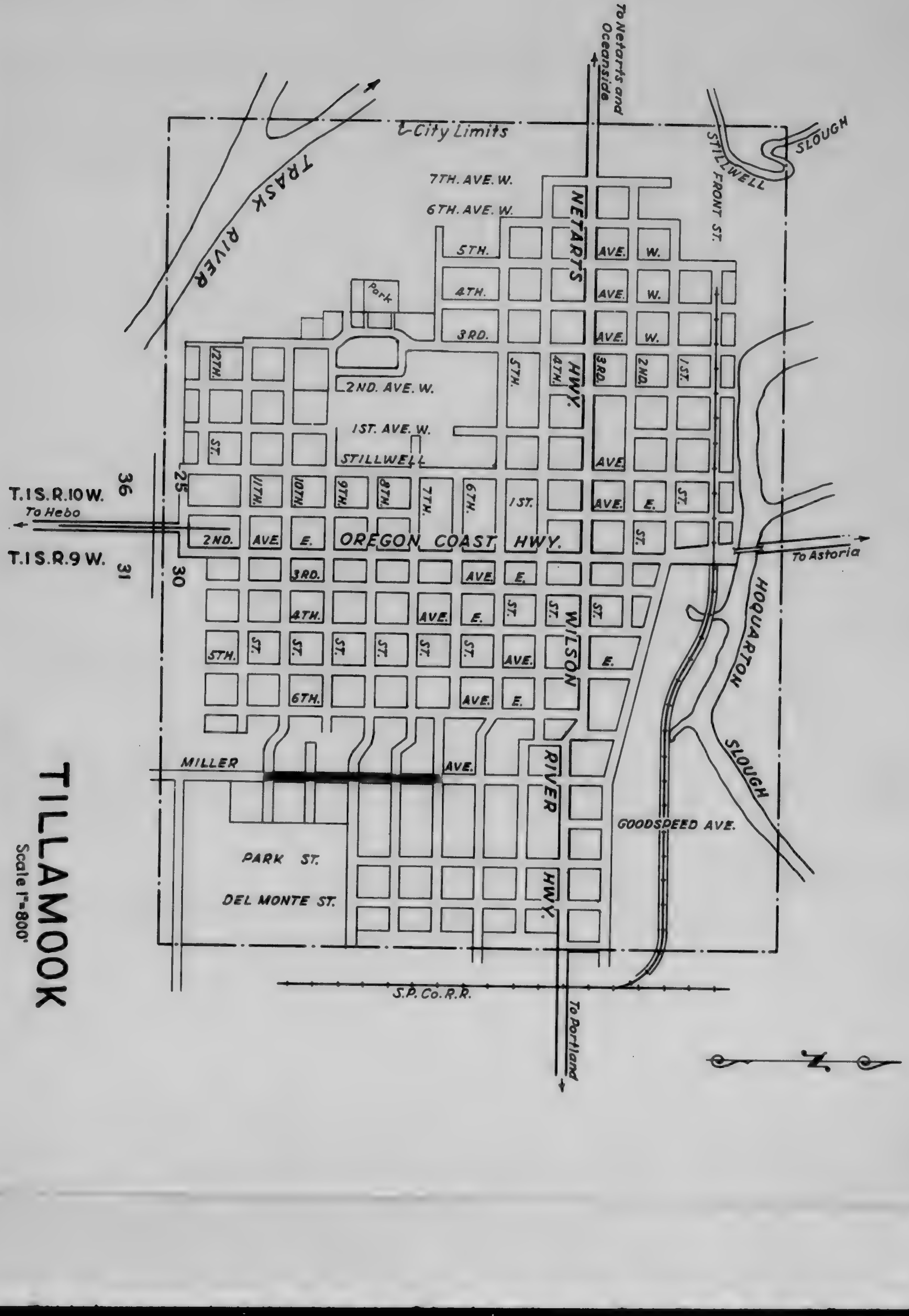
			(City)	$
Remove Curbs	1160 lin ft.	$0.60	696.	696.00
Gen. Excavation	800 Cu yds	1.25	500.	1000.00
3"-0 in base	2000 Cu yds	2.50	7400.	5000.00
3/4"-0 in base	350 Cu yds	4.00		1400.00
Trench excavation	300 Cu yds	3.00	900.	900.00
12" Conc pipe	1300 lin ft.	2.50	3250.	3250.00
Concrete Catch basins	10 ea	75.00	750.	750.00
Type "B" Man holes	2 ea	190.00	380.	380.00
Concrete Curbs	110 Cu yds	50.00	5500.	5500.00
Asphaltic Concrete	935 tons 1246 t	9.00	3000. [illegible]	8415.00
				27,291.00
				2729.
				1250
				$31,270.00

$31,300.

(Haul 3 blocks)

State 15,000
City $16,300

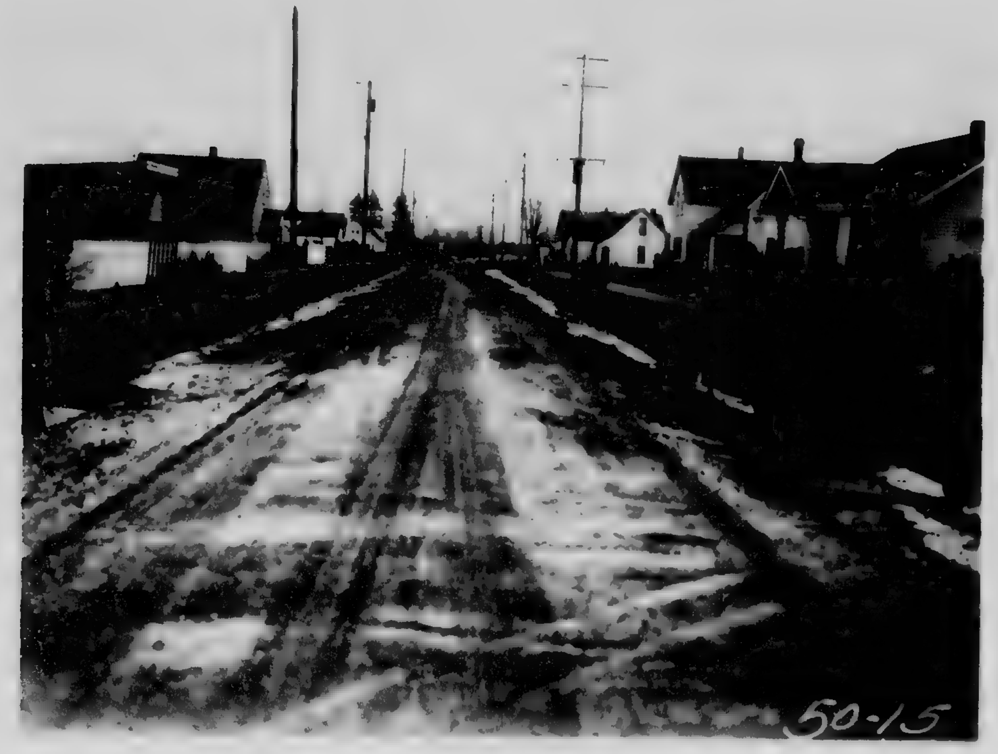
This void
by Request
[illegible]
City manager 7-28-50



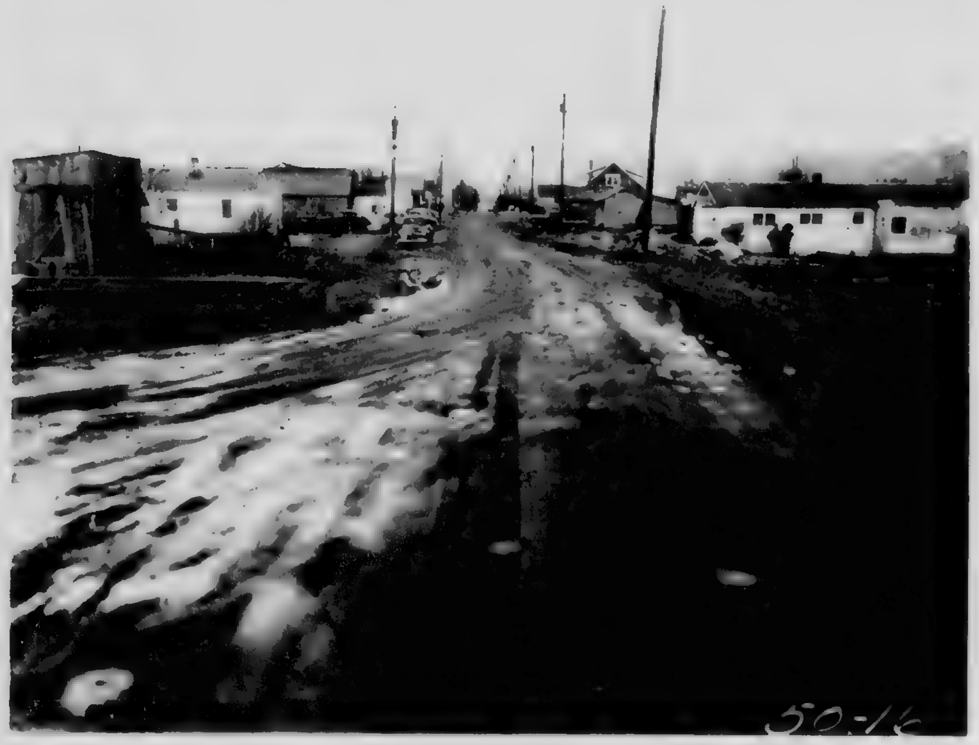
TILLAMOOK

Scale 1"=800'

2-9-50



Tillamook
Miller Avenue: From 6th Looking to 10th Street
2-9-50



Tillamook
Miller Avenue: From 10th Looking to 6th
2-9-50

TILLAMOOK CITY
TILLAMOOK COUNTY
OREGON

OFFICE OF CITY MANAGER

October 4, 1949

Mr. John W. Cattrall, Engineer
City and County Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

In accordance with our conversation at Portland last week, the second defeat of our proposed bond issue for the reconstruction of Miller Avenue makes it necessary for us to submit a new proposition to you for your consideration.

It is now proposed that that portion of Miller Avenue between Sixth Street and Tenth Street be constructed and the cost be divided roughly as follows: Four blocks curb and storm sewer (city and property) $9,000.00. Four blocks grading, base, and pavement (state) $15, 000.00. Also, that the city and property portion be deducted from our next years allotment of gas tax funds. The balance of the project will just have to wait until we can get additional help from you.

We shall appreciate hearing from you in the near future.

Yours very truly,

C. F. Trinkle
City Manager

NOTED
J. W. CATTRALL

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

RECEIVED
OCT 5 1949

250,000 City Allotment 1950

Tillamook Sept. 23-1949

Preliminary Estimate

10th Street from 2nd to 3rd Avenue .003 mile
Miller Avenue from 10th to 3rd Streets 0.36 mile

Widen to 40' - place curbs drainage, base rock asphaltic concrete (Concrete pavement from 8th to 3rd St 24' between curbs.) (bad condition 8th to 6th)

1.	General Excavation	2640 cyds	@ 1.70	# 4488.00
2.	Trench Excavat.	980 cyds	@ 2.30	2254.00
3.	8" Concrete Sewer pipe	680 lin ft	@ 1.50	1020.00
4.	12" Concrete sewer pipe	1860 lin ft	@ 2.50	4650.00
5.	Concrete Catch basins	15 each	@ 80.00	1200.00
6.	Concrete Curbs & Gutters	200 cuyds	@ 55.00	11000.00
7.	Type B Manholes	6 each	@ 190.00	1140.00
8.	2½-0 base rock	3000 cyds	@ 2.50	7500.00
9.	3/4-0 base	650 "	@ 4.00	2600.00
10.	Sprinkle	60 Mgal	@ 4.00	240.00
11.	Long Haul	180 Cyd Sta	@ 1.00	180.00
12.	Short Haul	7000 Yd Sta	@ .04	280.00
13.	Asphaltic Conc.	2260 tons	@ 9.00	20340.00

# 56,892.00
5689

\$ 62,591.00
400.00

\$ 62,991.00

Asphaltic Conc.

4"	0.22 mile	40' wide	1245 tons
2"	0.14 mile	22' wide	218
4"	0.14 mile	18' wide	357
4"	0.03 mile	40' wide	171
Driveways & Street Int.			269
			2260 tons

no

9-27-49

\$ 63,000

Tillamook

Proposed Project

10th Street from 2nd to 3rd Avenue, approximately 0.03 mi.
Miller Avenue from 10th to 3rd Street. approximately 0.36 mi.

Miller avenue from 8th to 3rd. Street is presently paved with Portland Cement Concrete 24' in width between curbs and has been severely damaged by the large amount of log trucks using the route. The city desires to have this street widened to 40' width as it is far too narrow to carry the traffic.

The proposed project to consist of the removal of the pavement between 8th & 6th, as it is evident the base is not sufficient to hold up the heavy traffic; to remove the present curbs and widen to 40' over the entire street project; The construction of *Combination curbs & gutters the basing, surfacing & paving

$250,000 city allotment ('50)

Tillamook — Sept 21-1949

Contacted Mr. C. F. Trimble city manager and went over proposed project with him.

Advised Mr. Trimble that the section "Twelfth Street from Miller Avenue to East city limits" would not qualify under the act, and that city should repair or rebuild this section themselves without aid from the $250,000 fund. Advised him would recommend the repair & rebuild of Miller Ave from 10th to 3rd (Wilson River Highway) and the 1 block section on 10th from 2nd to 3rd and preliminary estimate came to approximately $45,000. of which the city would pay all over $15,000 (this for 10th St only)

The city is holding an election the next week and if property owners agree to bond issue Mr. Trimble will advise us, so that we can proceed with estimate etc.

I advised him we could include repair of 6th street, but in effect the city would be paying for it anyhow so why didn't they fix it now or as soon as trucks complete their haul to Pleasant Valley job.

Mr. Trimble asked if city would have any money due from state because of under run on cost of '48 job on 10th. Advised him did not believe all costs were in as yet so would be impossible at this time to know what the final costs were, but according to agreement if there was a lower cost than estimated city & state would prorate saving on the basis of proportionate final cost against estimate.

H. C. Ayers

RESOLUTION

8-25-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of **Tillamook** is an incorporated city of the State of Oregon, and has a population of **2,751**, as given by the latest official census, and

WHEREAS, the following streets of said city, **Miller Avenue, from Third Street to Twelfth Street. Twelfth Street from Miller Avenue east to City Limits. Tenth Street, from Second Avenue East to**

Third Avenue East. Sixth Street from Second Avenue East to Fifth Avenue East.

,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in ~~regular or~~ special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Miller Avenue from Third Street to Twelfth Street. Twelfth Street from Miller Avenue, East to City Limits. Tenth Street, from Second Avenue East to Third Avenue East. Sixth Street from Second Avenue East to Fifth Avenue East.

,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of **Tillamook** does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this **25th** day of **August**, 19**49**.

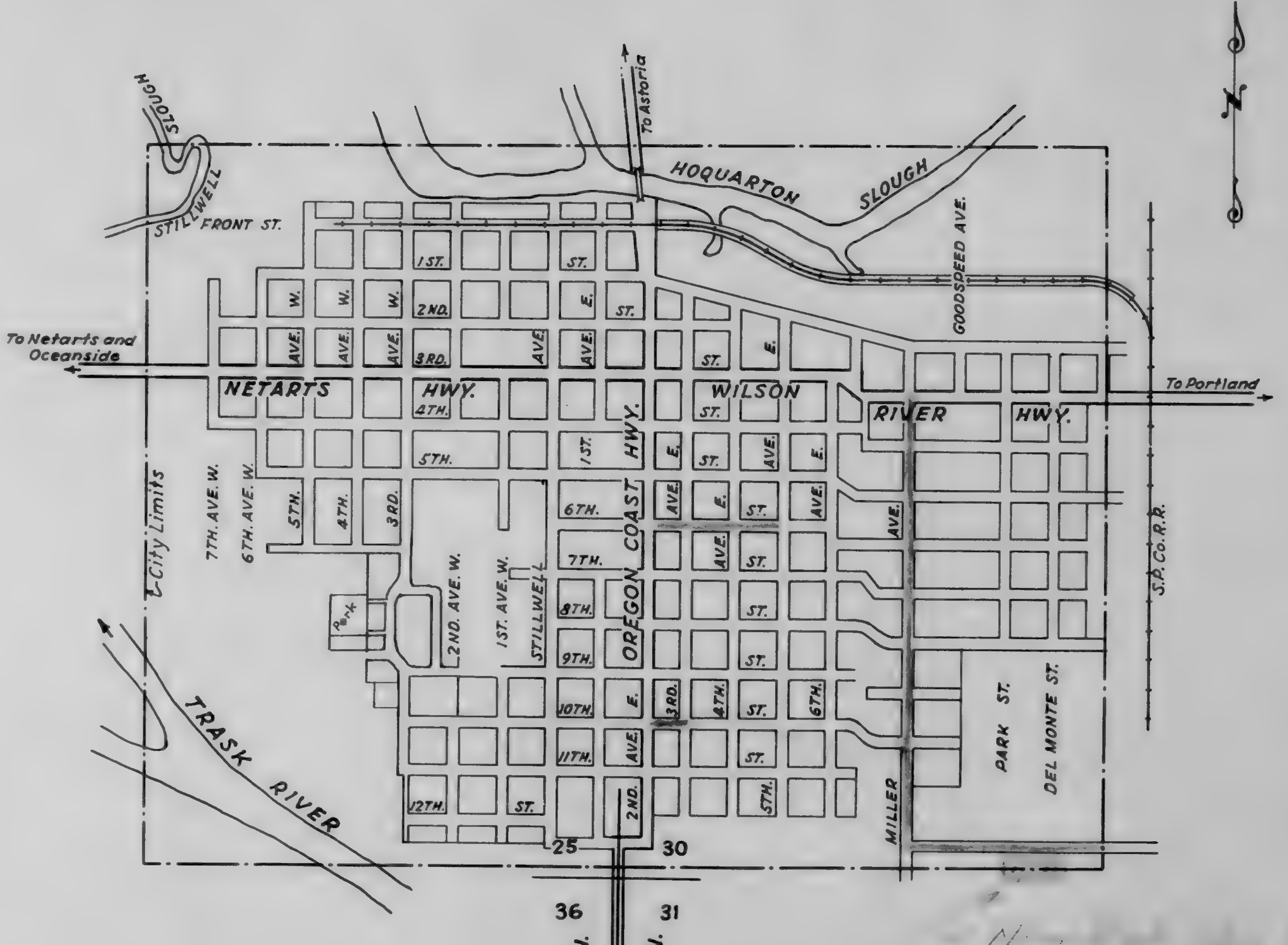
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of **Tillamook** at a ~~regular or~~ special meeting of said council, held on the **25th** day of **August**, 19**49**, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this **26th** day of **August**, 19**49**

Bernice McCool
Assistant City Recorder



TILLAMOOK

Scale 1"=800'

250,000 city allotment 1950

Tillamook, 8-17-49

In answer to telephone call from Mr. Trimble city manager of Tillamook called this date on city.

Mr. Trimble stated city was desirous of making the much needed repairs to Miller Ave and wanted to ask if they had any chance for 1950 job.

He further stated the city would hold another election this fall as property owners had a change of feeling and now wished the street be repaired.

Advised him to send request for 250,000 application and consideration would be given when city was sure of sufficient funds to complete their share.

Mr. Trimble also requested the state to repair 3 block on 6th street being used by construction trucks hauling borrow to state job. Investigation found pavement was standing up well. The Contractor has evidently placed fill material at intersection to level to same elevation as balance of street, which gives the street a rough appearance.

H.C.G.

NOTED
J. W. CATTRALL

TILLAMOOK CITY
TILLAMOOK COUNTY
OREGON

OFFICE OF CITY MANAGER

August 17, 1949

Mr. John Cattrall, Engineer
City-County Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

We wish to make a new application for an allotment for 1950 from the $250,000. special fund, for paving and widening Miller Avenue from Third Street to Tenth Street. As you know, bonds for our portion of the cost were defeated at a special election held last spring. However, we have reason to believe that the bonds will be voted at a new election this fall if we can tell the voters that the state will contribute $15,000.00.

Also, I have discussed with Mr. Ayers the possibility of an extra allotment for the repair of three blocks on Sixth Street between Second Avenue East and Fifth Avenue East which are being heavily damaged at the present time by dirt hauling equipment working on the Tillamook-Pleasant Valley section of Highway 101. Your construction department is no doubt familiar with this damaged section.

It will be appreciated if you will forward us the necessary application forms for this assistance.

Yours very truly,

C. F. Trinkle
City Manager

NOTED
J. W. CATTRALL

NOTED
J. W. CATTRALL

25,000 City – Allotment 1949

7-9-49

[illegible] 10th Street from 2nd to 3rd & ✓
M[illegible] [illegible] 0.39 mile
40' wide; – presently 24' between curbs – from P.O. [illegible]

	1. [illegible]	2640' [illegible]		4488 00
	2. [illegible]	[illegible]		[illegible]
	3. [illegible]	[illegible] @ 1^{50}		57[illegible]
	4. [illegible]	[illegible] @ 2^{50}		2500.00
	5. [illegible]	[illegible] @ 3^{00}	✓	1380.00
	6. [illegible]	[illegible] @ 5^{50}	✓	1279.00
**	7. [illegible]	? 15 [illegible] @ 8^{00}		13[illegible]
	8. [illegible]	6 each @ [illegible]		1140.00
**	9. [illegible]	[illegible] cu yds @ [illegible]	✓	5500.00
*	10. [illegible] (2" new base)	1500 cu yds @ 2^{50}	✓	3750.00
*	11. 3/4"-0 in base	340 cu yds @ 4^{00}	✓	1360.00
	12. Sprinkle	22 M gal @ 4^{00}		88.00
	13 Adjust manholes	6 ea @ 80^{00}		480 00
	14. Long Haul	130 Cyd Sta @ 1^{00}		130.00
	15. Type B Asphaltic Conc (4"+2") (4" over new base 2" over old pavement)	1680 tons @ 8^{00}		13440.00

$ 42859.00
4286

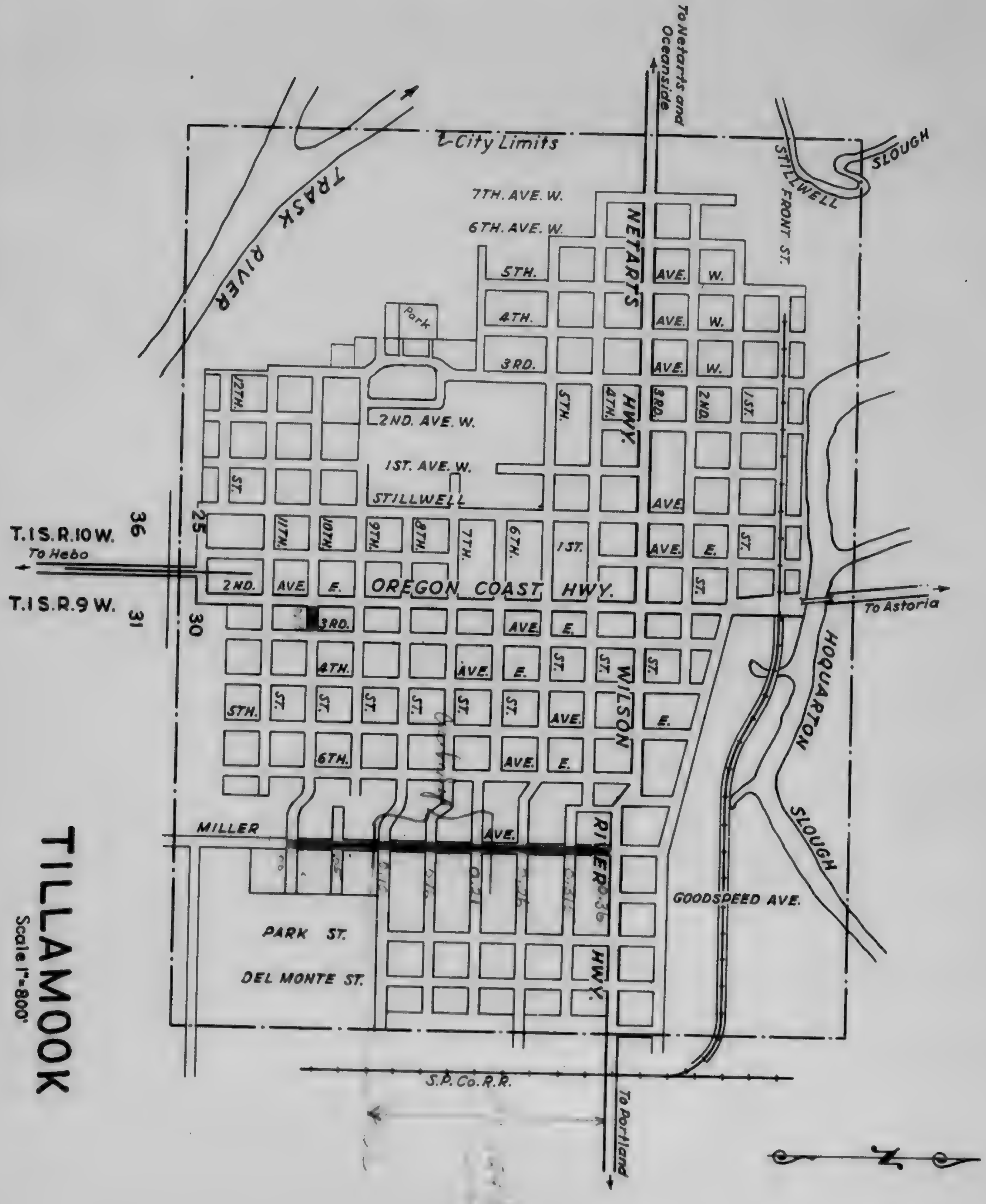
$ 47,145.00
600.00
47,745.00

48,000.00
15,000 [illegible] State

$ 33,000 00 City

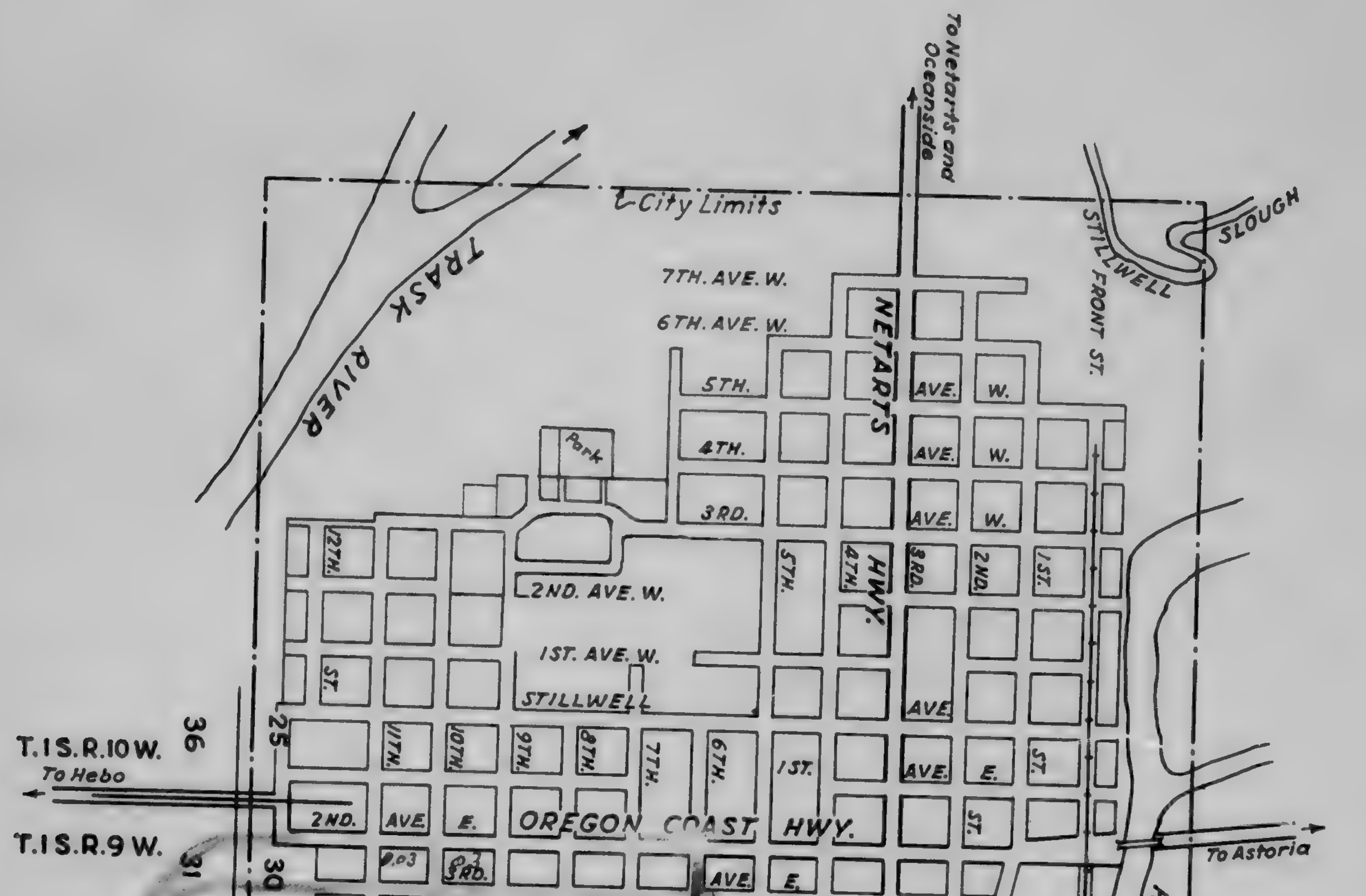
Refigure

* base rock only in area
outside present 24' p.c.c. [illegible]
[illegible]



TILLAMOOK

Scale 1"=800'



TILLAMOOK

Scale 1"=800'

FORM E-123X 15M 3-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 22, 1949

RECEIVED
APR 25 1949
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Commission

Gentlemen:

You have previously approved a request for expenditure of $15,000 of 1949 Special State Tax Street Funds in Tillamook. The $15,000 of state funds was to be matched by $18,000 of city funds to make up a completed project costing $33,000.

We are now advised by the City Manager of Tillamook that the voters, at a special city election held on April 12, rejected a proposed bond issue to pay for the city's portion of the cost, and the city, therefore, requests cancellation of the entire project.

If the project is canceled, the $15,000 of state funds obligated to the project will revert to the unobligated 1949 balance, which is now, including cancellation of the Hillsboro project, approximately $66,000.

This matter will be on the agenda at the next meeting, and I recommend that the project be canceled for the year 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:gd
cc: W. C. Williams
S. H. Probert
H. G. Smith
F. D. Lason
John Cattrall

NOTED
Harold C. Ayers

NOTED
JOHN W. CATTRALL

$250,000 funds (49)

[illegible] 11-9-48

Revised Preliminary Estimate
Mill Avenue from 10th to 3rd St. — 0.375 mile
[illegible] at same rate

Items	Quantity		Unit price	Total
1. Gen. Exc.	1142 cu.yds.	@	1.70	1941.40
2. Trench Exc.	980 "	@	2.30	2254.00
3. 8" Conc. Pipe	380 lin. ft.	@	1.50	570.00
4. 12" " "	1000 lin. ft.	@	2.50	2500.00
5. 15" " "	460 "	@	3.00	1380.00
6. 18" "	365 "	@	3.50	1278.50
7. Conc. Catch Basins	15 ea.	@	80.00	1200.00
8. Type B Manholes	6 ea.	@	190.00	1140.00
9. Conc. Curbs	120 cu.yds.	@	55.00	6600.00
10. 3"-0 in. Base	1570 "	@	2.50	3925.00
11. 3/4"-0 in. Base	340 "	@	4.00	1360.00
12. Sprinkle	22 m.g.	@	5.00	110.00
13. Adjust Manholes	4 ea.	@	80.00	320.00
14 [illegible]	130 cy [illegible]	@	1.00	130.00
15 Class B Asphaltic Conc.	1510 tons	@	10.00	15,100.00

Total Cost of Const. $39808.90
Plus 10% Eng. Cont. 3980.89
Preliminary Eng. 650.00
$44,439.79

$15,000.00
State $15,000.00
City $30,000.00

250,000 funds (119)

Tillamook

Proposed project

Suggested improvement of truck route beginning at the junction of 10th Street and Miller North on Miller to 3rd St. Widening where necessary to provide a 40 foot pavement, this will require the removal of present curbs which are only 24' apart, the construction of curbs and drainage, a 2" asphaltic concrete surface over present paved surface and a 5" asphaltic concrete on the widened portion and the placing of required base on widened portion.

The cost of the project is presently estimated to be ~~cost~~ $15,000, the City to pay all costs over $15,000. This figure, as far as city's share is concerned, to be adjusted when engineering estimate is prepared.

Tillamook
Miller Ave. from 10th to 3rd Streets
(based on map study + recollection)

[illegible] exc.	cu yds	[illegible]2	@ 1.70	1941.00
Trench exc.	"	980	2.30	2254.00
8" sewer	lin ft	380	1.50	570.00
12 "		1000	2.50	2500.
15 "		460	3.00	1380
18 "	"	365	3.50	1278.50
Conc Catch basin	ea	15	80.00	1200.
Manholes D.R.	ea	6	[illegible]	1140.
Curb [illegible]	Cu yds	120	[illegible]	6600
[illegible]	cu yd	1570	2.50	3925
3/4 [illegible]	Cu yd	340	4.00	1360
[illegible]		22	5.00	110
Adjust M.H.	ea	4	80.00	320
[illegible]	Tons	1510.	[illegible]	15100
D. [illegible]				130.00

39808.00
10% 3980
43788.00
650
$44,438.00
15,000
$29,438

Eng.
$44,500

~~State 15000~~
City 29,500

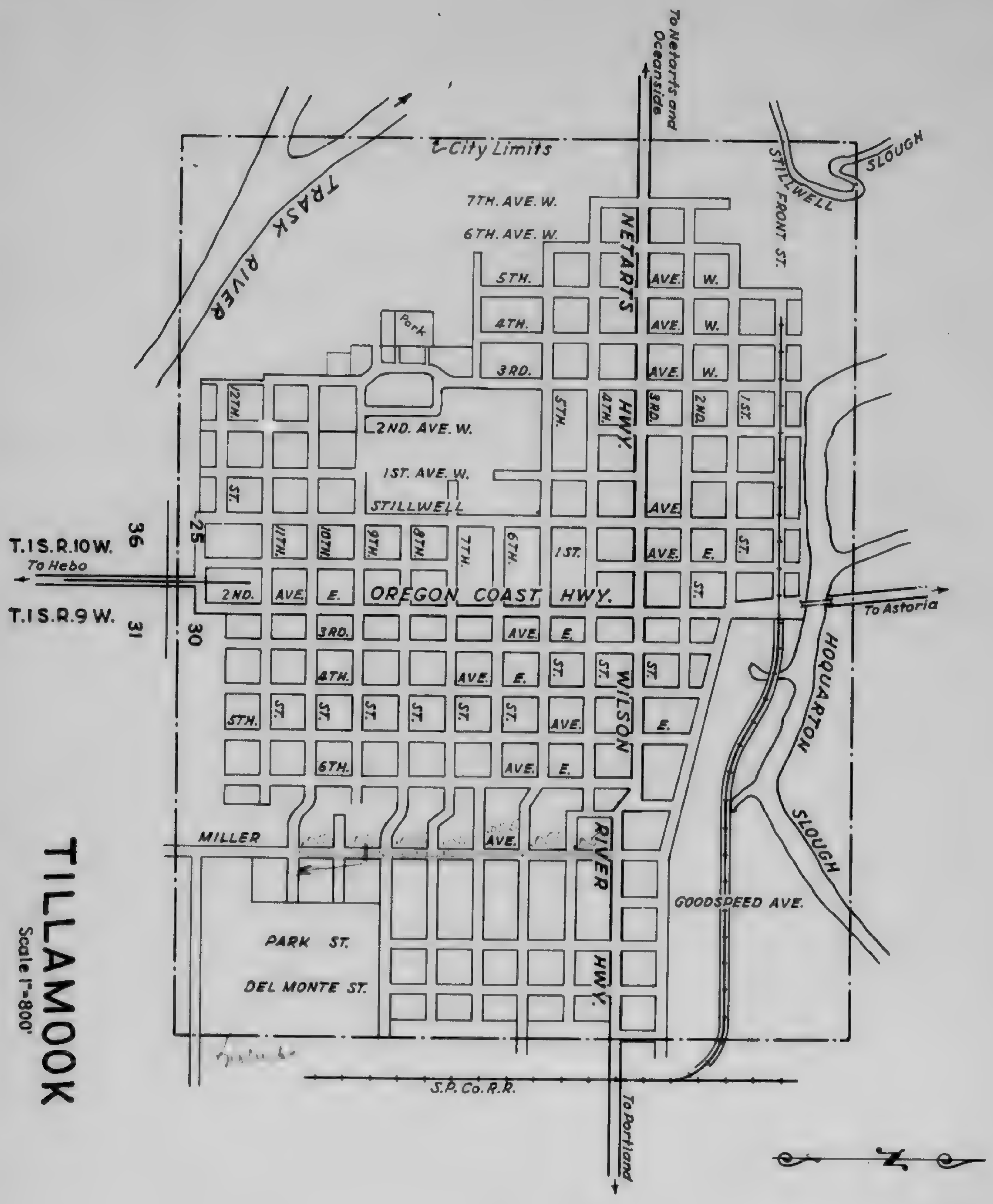
45000
15000 St.
30000 City

[illegible]

North Avenue - from 10th to 5th street.
(Quantities from B.O. Johnson)

Item	Unit	Quantity	Unit Price	Amount
[illegible]	Cu.yd	540	1.70	918.00
[illegible]	"	630	2.30	1449.00
8" [illegible]	[illegible]	380	1.50	570.00
12" "	"	[illegible]	2.50	2500.00
15"	"	460	3.00	1380.00
18"	"	[illegible]	3.50	1278.50
Conc. [illegible]	ea	13	80.00	1040.00
Type B Manholes	ea	4	190.00	760.
Class A concrete in curbs	Cu.yd	41	55.00	2255.
3"-0" rock in base	"	495	2.50	1237.50
3/4"-0 rock in leveling	"	165	4.00	660.
Spr. [illegible]	M.Gal.	17	5.00	85.
Adjust Manholes	[illegible]	4	[illegible]	320.
Class B asph. conc.		1310 tons	10.00	13100.
				27552.00
				2755
				30307.00
				600
				$30,907.00

(10th to 5th Only)



TILLAMOOK

Scale 1"=800'

250,000 (49)

Tillamook 11-8-48

Visited Mr Trinkle, city manager of Tillamook in ~~[illegible]~~ regard to the city's request for aid in repairing Miller street in their city.

Miller street except for 2 blocks is Portland Cement Concrete in poor condition badly broken up, is a narrow street 24' between curbs. The city desires to have this street widened to 40' between curbs, This will entail curb removal & rebuild, drainage, catch basins driveways etc.

The city plans on passing a bond issue to pay for the extra cost of the widening of this street as it will be used by the traffic to new school in addition to the log traffic and street is too narrow.

I advised Mr. Trinkle it was doubtful if their project would be approved inasmuch as they received aid in 1948, but consideration would be given them if there was any change in policy, as their project definitely qualified.

It is believed that the preliminary engineering was completed on this portion of project last year On this will check with Mr. Johnson.

11-9-48

Mr. Johnson informed me his crew had made preliminary survey on this street, and would be able to give us the cost figures, quantities etc. This will be on Miller to 5th only. Balance will be checked and figured.

H.C. Myers

RESOLUTION

10-18-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Tillamook City is an incorporated city of the State of Oregon, and has a population of 2751, as given by the latest official census, and

WHEREAS, the following streets of said city, Miller Avenue, from Third Street to Tenth Street, Del Monte Street, from First Street to

Third Street, First Street, from Park Street to Del Monte.,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Miller Ave., from Third Street to Tenth Street; Del Monte Street, from First to Third Street; First Street, from Park to Del Monte Street.,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Tillamook City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 18 day of October, 1948

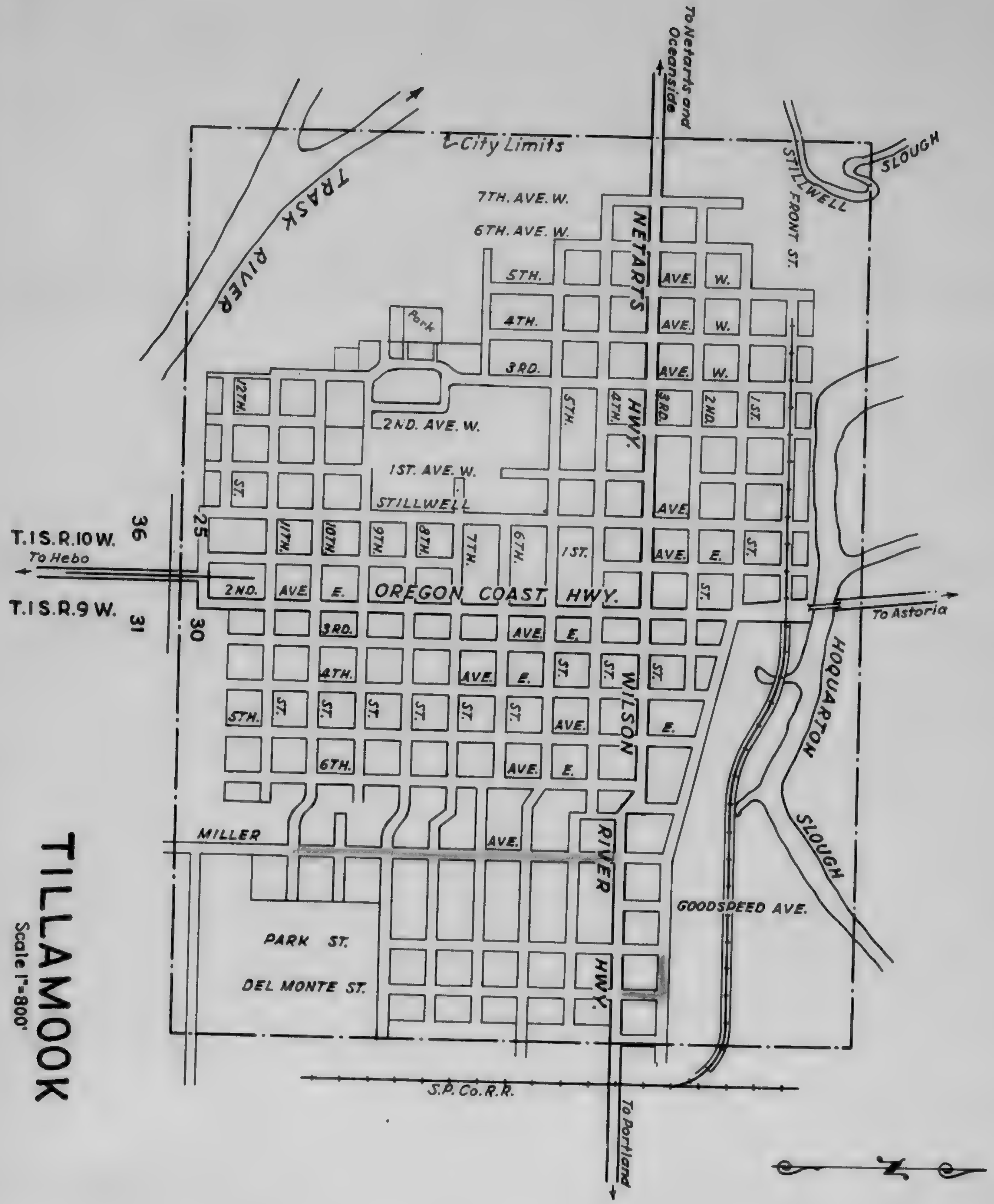
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook City at a regular or special meeting of said council, held on the 18 day of October, 1948 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19 day of October, 1948

J. Holden
City Recorder



TILLAMOOK

Scale 1"=800'

FI-174(11) Hood River-Mosier Sec., 1951
Columbia River Hwy.
#3532

RECEIVED FOR FILING

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 N. Larrabee Avenue
Portland 12, Oregon

JANUARY 29, 1954

(File: D 315-2-40)

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Ass't. State Highway Engr.

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
G. A. GARDNER

Dear Sir:

Re: Hood River - Mosier Section,
Columbia River Highway.

Attached in quadruplicate is Railroad Bill Audit No. 602566, dated January 14, 1954, in the amount of $26,782.21, covering expenses incurred during the period of February 1952 to May 1953 on the captioned project.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

NOTED
W. C. WILLIAMS

enc.

RECEIVED
1954

ASSIGNMENT

Date: February 2, 1954 No. 4844 By WCW

Description: Letter of January 29 by E. F. Kidder attaching in quadruplicate RR Bill 602566 in amount of $26,782.21 covering expenses between February 1952 and May 1953 on Hood River-Mosier Section

Acknowledged by____ Referred to Gardner ✓

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Bill being forwarded

PASSED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

E. Gardner

Executed 2-3-54 Report Received__________

RECEIVED
MAY 18 1953
FOR FILING

FI-174(11)
FI 35(4)
3532

May 15, 1953

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-40

Dear Sir:

General Construction Company's contract for dredging roadbed for the Columbia River Highway between Hood River and Mosier was accepted as satisfactorily completed by the Oregon State Highway Commission on April 8, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MAY 13, 1953

(File D 315-2-40)

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Asst. State Highway Engr.

NOTED
W. C. WILLIAMS

Dear Sir:

Will you please advise if the General Construction Company contract has been accepted by the Highway Commission, in connection with the Hood River-Mosier Section of the Columbia River Highway?

Yours very truly,

EFKidder

E. F. Kidder,
Division Engineer

RECEIVED
FOR FILING

R. H. Baldock

y 4th, 1953

State Highway Engineer

FINAL COST ANALYSIS

Hydraulic Embankment

Hood River-Mosier Section
~~Contract #3532~~

Columbia River Highway
Prefix 14-1013 FI-174(11) & FI-35(4)

General Construction Co., Contractor
A. V. Benedict, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Hydraulic Embankment	6,428,447.7	Cu. Yd.	$0.225	$0.187	$1,203,005.01	$1,446,400.73
Extra for Steep Slope Embankment	16,567.2	" "	0.30	0.26	4,329.93	4,970.16
Structural Excavation	940.7	" "	10.00	5.07	4,766.80	9,407.00
18" Corr. Metal Pipe, Protected Invert	246	Lin. Ft.	6.00	4.99	1,228.70	1,476.00
18" Corr. Metal Pipe, Extra Strength Protected Invert	258	" "	7.00	5.47	1,411.43	1,806.00
24" Corr. Metal Pipe, Protected Invert	200	" "	8.50	7.69	1,538.34	1,700.00
24" Corr. Metal Pipe, Extra Strength Protected Invert	200	" "	10.00	8.64	1,727.86	2,000.00
36" Corr. Metal Pipe, Extra Strength Protected Invert	570	" "	18.00	12.59	7,176.18	10,260.00
42" Corr. Metal Pipe, Extra Strength Protected Invert	1,170	" "	20.00	15.22	17,807.49	23,400.00
PA #1, Excavation Unclass.	1,576.8	Cu. Yd.	3.25	2.77	4,364.61	5,124.60
PA #3, Rehandling Dredged Material in R & S Approaches	63,865.5	" "	0.275	0.25	15,966.38	17,563.01
PA #4, Rehandling Dredged Material in H & J Approaches	62,093.2	" "	0.275	0.25	15,760.43	17,075.63
PA #5, Purchase Extra Strength 18" C.I.P.	94	Lin. Ft.	3.98	3.98	374.12	374.12
Force Account					3,355.76	3,526.11
					$1,282,813.04	$1,545,083.36

Gross Revenue	$1,545,083.36
Total Cost	1,282,813.04
Net Profit	$ 262,270.32

Net Profit Equals 17% of Gross Revenue

Detail of Cost - Total

Labor:

Supervision	$ 44,250.50	
Labor	390,499.45	
Labor Insurance	34,345.25	
		$469,095.20

Materials:

18" Corr. Metal Pipe	246 lin. ft.	at $3.14	$ 772.44	
18" Corr. Metal Bands	18 each	" 2.94	52.92	
18" Corr. Metal Pipe, Extra Strength	258 lin. ft.	" 3.83	988.14	
18" Corr. Metal Bands	14 each	" 2.94	41.16	
24" Corr. Metal Pipe	200 lin. ft.	" 4.89	978.00	
24" Corr. Metal Bands	13 each	" 5.91	76.83	
24" Corr. Metal Pipe, Extra Strength	200 lin. ft.	" 5.65	1,130.00	
24" Corr. Metal Bands	13 each	" 5.91	76.83	
36" Corr. Metal Pipe, Extra Strength	570 lin. ft.	" 10.05	5,728.50	
36" Corr. Metal Bands	26 each	" 8.88	230.88	
42" Corr. Metal Pipe, Extra Strength	1,170 lin. ft.	" 11.28	13,197.60	
42" Corr. Metal Bands	53 each	" 9.41	498.73	
				23,772.03

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$444,430.46	
Equipment Rentals, Hired (Fully-operated)	38,441.85	
Gas, Oil & Grease	33,582.20	
Electric Power	54,800.85	
Bond	11,571.83	
Railroad Bond	1,325.70	
P.L. & P.D. Insurance	5,434.37	
Lumber	7,826.15	
Freight & Cartage	16,509.46	
Taxes	1,374.70	
Float Line (2,480' 405 days at $99.20)	40,176.00	
Shore Line (9,000' 405 days at $90.00)	36,450.00	
General Overhead & Home Office	46,287.34	
Small Tools & Misc. Supplies	32,550.00	
Builders Risk Bond	5,707.40	
Completion Bond	4,027.50	
Explosives & Drill Steel	525.00	
Loss on Galley	3,560.00	
Marine Insurance	5,365.00	
		789,945.81

Total Cost $1,282,813.04

Dredging Cost Only

Detail of Cost

Labor:		
Supervision	$ 28,100.00	
Labor	201,481.47	
Labor Insurance	18,136.94	
		$247,718.41
Equipment Rentals & Misc. Expense:		
Dredge, Barge & Tug Rental	$351,434.00	
Pontoon Float Line	40,176.00	
Dredge & Tug Gas, Oil & Grease	20,757.20	
Dredge Electric Power	54,800.85	
Marine Insurance	5,365.00	
Move In, Freight & Towage	8,254.73	
Misc. Supplies	16,275.00	
Taxes	687.35	
Home Office & General Overhead	23,143.67	
Bond & Insurance	14,033.40	
Loss on Galley Operation	3,560.00	
		538,487.20
		$786,205.61

Shore Work Only

Detail of Cost

Labor:		
Supervision	$ 16,150.30	
Labor	180,018.18	
Labor Insurance	15,497.31	
		$211,665.79
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$ 47,196.46	
" " , Hired (Fully-operated)	38,441.85	
Shore Pipe Rental	36,450.00	
Gas, Oil & Grease	12,825.00	
Lumber	7,826.15	
Misc. Supplies & Small Tools	16,275.00	
Move In, Freight & Cartage	8,254.73	
Bond & Insurance	14,033.40	
Home Office & General Overhead	23,143.67	
Taxes	687.35	
		205,133.61
		$416,799.40

Breakdown of Dredging Costs

Item	Cost	Quantity	Unit	Unit Cost
Dredging	$ 786,205.61	6,428,447.2	Cu. Yd.	$0.122
Shore Work & Finishing	416,799.40	6,428,447.2	" "	0.065
	$1,203,005.01	6,428,447.2	Cu. Yd.	$0.187

Dredge averaged 842 cubic yards per hour.

The dredging was started June 12th, 1951, and was completed November 14th, 1952.

Hood River-Mosier
Contract #3532

Remarks:

This was a "Federal Aid Project" for the construction of 6.96 miles of highway roadbed involving 6,428,477 cu. yds. of hydraulic embankment on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco counties.

This project was bid April 12th, 1951, awarded June 7th, work started June 11th, 1951, and was completed November 14th, 1952.

The contractors moved in their 22-inch hydraulic dredge "Washington" on June 11th, 1951, one-half mile west of the interstate bridge at Hood River; 900 feet of float line was laid the same day, and the pumping operation started June 12th. No shore pipe was used for the first two days.

The minimum length of float line used was 600 feet, and the maximum was 2,450 feet. The minimum length of shore pipe was 0, and the maximum was 4,700 feet.

The 2,000 h.p. suction dredge was powered with three 1,600 h.p. diesel engine driven generators, one 125 h.p. generator, three 1,000 KW 2,300/11,000 volt transformers and one 2-drum 50 h.p. gas driven hoist. The contractors furnished their own power until August 1st, then electricity was obtained from the Pacific Power & Light Company of Hood River.

Good progress was made on the pumping of the sand. A total of 6,428,447 cu. yds. was pumped in a total of 7,637 hours, for an average of 842 cu. yds. per hour. The contract called for 4,500,000 cu. yds., but, due to no rock toe embankment from Station 1338 to Station 1389, numerous slideouts occurred, the largest being at Station 1387. This material slid out three times, and a considerable amount of the overrun material went into this section. The dredge operated three shifts six days per week. Average time worked per day was approximately 18-3/4 hours. The balance of the time was spent in moving and repairing the floating pipe line which would overturn and become separated during heavy wind storms. This delay was only for a day or two for each major wind storm. The longest delay that was encountered when one of the spuds, which is a 30" x 30" timber approximately 90 feet long, broke. Its purpose is to keep the dredge secure while pumping sand. An attempt was made to splice same, but it was not successful, and approximately 9 days were lost until a new spud could be purchased and installed.

Pipe and timber sumps were used to remove the excess water as the fill was made. Timber trestles were not used, as all shore pipe was laid on the fill itself near the centerline of the new roadway on the end of the discharge pipe. Splash boards and batter boards were used to direct the flow of water and sand. As the material built up to a point 3 feet to 4 feet above water level the cats and dozers constructed dikes of sand to prevent loss back into the river and to guide the flow down the length of the roadway. Two TD-18A's and dozers were used full time and two D-7 cats and dozers part time on the dike building.

There was a small amount of clearing on the west end of the project which was done simultaneously with the dredging operation. Equipment used on the clearing was two TD-18A tractors and dozers and a crew of 7 men.

Good progress was made on the installation of the culvert pipe. Equipment used was one 3/4 cu. yd. dragline shovel and a crew of five men.

Two D-8 cats and one carryall were used for the steep slope embankment and were hired fully-operated from Erland & Blickle, grading contractors.

The contract shows a good profit on the dredging and embankment work, which was well organized and supervised.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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MAY 13 1953
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F1-1 (1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 7, 1953

(CONTRACT NO.) F1-3(1)	(EST. NO.)	(CONTRACTOR)
3532	19-final	GENERAL CONSTR. CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8137	R-65768	$48,459.41	5/6/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: May 31, 1952

Time Extensions: Extended to Nov. 14, 1952

Completion Date: Nov. 14, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-8-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
Acting Secretary

Warrant Mailed:
A. A. Wicklander

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53
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FI-114
FI-[illegible](4)

April 22, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3532 for work performed on the Hood River-Mosier (hydraulic embankment) Section of the Columbia River Highway in Hood River and Wasco Counties was completed by the contractor, General Construction Co., on November 14, 1952 and was accepted by the Commission on January 6, 1953.

Final payment in the amount of $48,459.41 will be released to the contractor on or after May 2, 1953. The total contract amount is $1,545,083.36, of which amount $3,526.11 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: C. A. Tomassens & Sons
1206 Wilcox Bldg.
Portland, Oregon

NOTED ON CARD
4-22-53

No. 4085

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Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF DIVISION ENGINEER
2525 North LarrabeeAvenue
Portland 12, Oregon

FEBRUARY 19, 1953

(File No. D 315 - 2 - 40)

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Atten: Mr. W. C. Williams,
Ass't. State Highway Engineer.

Dear Sir:

Hood River-Mosier Section,
Columbia River Highway

Attached are original and three (3) copies of Railroad Company's bill No. 609475 in the amount of $8,018.70, being the second progressive billing on the above section of work.

Will you please examine the bill in detail and if satisfactory, place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

NOTED
W. C. WILLIAMS

enc.

RECEIVED

RECEIVED
1953

No. 4035

By

ASSIGNMENT

February 23, 1953

scription: **Letter of February 19 by E. F. Kidder of the Union Pacific Railroad Company and four copies of RR Company's Bill No. 609475 in amount of $8,018.70 (Hood River-Mosier Section of Columbia River Highway)**

Acknowledged by _____ Referred to ___**Gardner**___________

Investigate and report with recommendation
xxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature
______________________NOTED____
______________________W. C. WILLIAMS__

Assignment executed Rec'd 2 24 53 ________ Report received ________

Remarks: Bill being processed for payment

RECEIVED
DEC 26 1952
FOR FILING

FI-174(1)
FI - [illegible]
[illegible]

K

December 24, 1952

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to General Construction Company on Contract No. 3532, covering hydraulic embankment work on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco counties. This payment, in the amount of $104,172.90, will be released to the contractor on or after January 5, 1953. The retained percentage is $46,287.34.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - C. A. Tomassene & Sons
1206 Wilcox Building
Portland, Oregon

noted on card
MD

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F1-174(a)
F1-[illegible]
[illegible]

December 12, 1952

General Construction Company
4850 N. W. Front Avenue
Portland 8, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 230 days, from May 31, 1952 to January 15, 1953, within which to complete your contract No. 3532 for hydraulic embankment on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

I am pleased to inform you that the Highway Commission granted your request to November 14, 1952, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

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F1-174(1)
F1-35(1)

R

November 20, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad
2525 N. Larrabee
Portland 12, Oregon

Dear Sir:

Please be advised that the General Construction Company completed all work on their Hood River - Mosier Contract No. 3532, on November 14th, 1952.

The General Construction Company has requested that this information be forwarded to you in connection with their contractors' railroad liability insurance. While all work under the contract has been completed, the contractor still has a power line to remove which is very close to your signal wires. They have been advised that you will undoubtedly wish to keep the insurance in effect until this power line is removed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc General Construction Company
H. G. Smith
A. V. Benedict

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FI-174(a)
F-35(4)
[illegible]

November 19, 1952

Request for extension of time
No. 13
November 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the General Construction Company for an extension of time on Contract No. 3532, Hood River-Mosier hydraulic embankment on the Columbia River Highway, from May 31, 1952 to January 15, 1953.

Because of the failure of the contractor to construct the rock toe for this project on time, the General Construction Company was obligated to operate its dredge during extreme rough water this summer.

While the contractor has asked for an extension to January 15, 1953, the project was actually completed on November 14, 1952. I would recommend the extension to that date without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS 1g

Enclosure

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NOV [illegible] 1952
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FI-174(11)
FI-35(4)
[illegible]

November 17, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 14, 1952 on Contract No. 3532, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-174 (11), FI-35 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

Form E-1—10M—11-51

FI-174 (11)
FI-35 (4)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 15, 1952, 19

Section Hood River - Mosier

Kind of work Hydraulic Embankment

Highway Columbia River

Section prefix 14-1013

Contractor General Construction Co.

Contract number 3532

Date of contract June 7, 1951, 19

Date of completion May 31, 1952, 19

Date work started June 11, 1951, 19

Estimated date of completion Completed, 19

Amount of contract $1,074,350.00

Per cent of time elapsed 146 %

Estimated cost of completed project, exclusive of engineering $1,508,000

Per cent of contract completed, based on total contract price 139 %

Engineering cost to date $ 48,000, 4.4 %

Date project was completed November 14, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Four dozers and 1 carryall on the fills between Mosier Creek and the East end of the project Monday thru Friday.

Finished all work under the contract Friday, except laying 94 lin. ft. of culvert pipe at station 1427. I have forwarded a Price Agreement to the Division office to purchase this pipe. The project has been reported complete.

FINAL REPORT

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed

NOTED
K. D. LYTLE

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.96				
Miles partially completed					
Miles completed	6.96				
Total estimated quantities	6,200,000 C.Y.				
Estimated quantities moved or placed to date	6,200,000 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ......5..., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	E. wind-Fog		
Monday	E.wind-Fog		
Tuesday	Heavy fog		
Wednesday	Lt. rain		
Thursday	Rain		
Friday	Showers		
Saturday	Overcast.		

State Printing 53382

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FI-174
FI-[illegible]

November 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3532, Hood River - Mosier Hydraulic Embankment on the Columbia River Highway, Ore. FI-174 (11), from May 31st, 1952 to January 15th, 1953, to the General Construction Company, Contractors.

Because of the failure of the contractor who was to construct the rock toe for this project, the General Construction Company was obliged to operate their dredge during extreme rough water this summer. Also, because of lack of the toe, it was necessary to pump additional yardage in order to keep this job satisfactorily progressing.

The delay is not the fault of the prime contractor, and I would therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

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AUG [illegible] 1952
FOR FILING

[illegible] 114 (11)
[illegible]
3532

August 12, 1952

Oregon State Highway Commission

Gentlemen:

Since reporting to you some two months ago as to dredging for embankment of the Columbia River Highway between Hood River and Mosier, additional difficulties have been encountered. We have always realized and been fully aware of the fact that the construction of a highway of this type in the waters of the Columbia River is a bold venture and subject to many unforeseen conditions.

In the construction of that portion of the hydraulic embankment below the Bonneville Dam we had no particular difficulties, as the depth of water and the current, et cetera, could be fairly well predicted. However, above Hood River, where we are filling into the Bonneville pool, unanticipated and unpredictable events have materially increased the amount of hydraulic embankment necessary to be dredged to complete a satisfactory embankment. Our difficulties apparently are over now, as we have completed the embankments in the deep water and have left only a portion across the fairly shallow water at Mosier. Our latest tabulations indicate that constructing the hydraulic embankments in the deep water resulted in an overrun of 944,000 cubic yards, which will overrun the existing project authorization $230,000. We will have some savings on the riprapping and slope protection contracts that will reduce the overrun on the entire project between Hood River and Mosier to approximately $130,000. For record purposes I recommend an additional increase of $230,000 on Contract No. 3532, Hydraulic Embankment, Hood River-Mosier Section. This is the approximate amount of the work remaining to be done by the General Construction Company, which work is expected to be completed in September. The over-all picture for the year's construction will show an underrun of construction projects of between 2 and 3 per cent.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. M. Maison

WCW:me lg

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 25 1952
OFFICE OF
CONSTRUCTION ENGINEER

The Dalles, Oregon
June 24, 1952

SUBJECT: Estimated cost, 3 contracts.
Hood River - Mosier Section grading.

To:

Mr. H.G. Smith,
Construction Engineer,
Salem, Oregon.

[illegible]

Dear Sir:

Herewith consolidated statement of estimated cost of the three grading contracts on the Hood River - Mosier Section, Columbia River Highway:

Rock Toe Embankment and Grading, contract No. 3507.

Original and Present authorization	$785,463.75
Clearing and Grubbing	5,000
Excavation, Common, 248,000 cu.yd. @ .43	106,640
Excavation, Solid Rock, 372,000 cu.yd. @ .95	353,400
Possible overbreak 37,000 cu.yd. @ .95	35,150
Short Overhaul, 3,300,000 Yd. Stas. @ .015	49,500
Long Overhaul, 94,000 C-yd. Stas. @ .60	56,400
Contingencies	1,410
Railroad facilities	37,000
Engineering	25,000
Estimated Cost	$669,500

Hydraulic Embankment, contract No. 3532.

Original Authorization	$1,208,643.75
Additional Authorization 12/20/51	50,000
Present Authorization	1,258,643.75
Hydraulic Embankment (Original) 4,335,350 cu.yd.	
Second Street, Hood River 476,000	
Elimination of Rock Toe (1370-1390) 944,000 cu.yd.	
Mosier Grade Separation 350,650	
Total Hydraulic Embankment, 6,106,000 cu.yd. @ .225	1,373,850
Steep Slope Embankment 1212+50 - 1215, 15,611 cu.yd. @ .30	4,700
" " Second St. Hood River, 68,700 cu.yd. @ .275	18,900
" " Mosier Grade Separation, 66,200 cu. yd. @ .275	18,200
Structural Excavation	13,000
Corr. Metal Pipe	38,500
Contingencies	12,000
Engineering	60,000
Estimated Cost	$1,539,150

Topping and Slope Protection, contract No. 3562.

Original Authorization		$539,550.00
Additional Authorization 12/20/51		195,000.00
Present Authorization		734,550.00
Loose Rock Excavation, 155,000 cu.yd. @ .55		85,250
Solid Rock Excavation - Koberg quarry	240,000 cu.yd.	
Tunnel cut	145,000	
1284-1288	7,700	
1380-1381	1,300	
Total	394,000 cu.yd. @ 1.00	394,000
Short Overhaul, 3,340,000 Yd. Stas. @ .01		33,400
Long Overhaul, 239,000 C-yd. Stas. @ .45		107,600
Topsoil, 40,000 cu.yd. @ .50		20,000
Hauling Topsoil, 70,000 Yd. Mi. @ .20		14,000
Seeding, 60 Acres @ 125.00		7,500
Contingencies		4,700
Engineering		38,000
Estimated Cost		$704,450

Summary:

Contract No.	Authorized	Probable Cost	Over-run
3507	$ 785,463.75	$ 669,500	— $115,964
3532	1,258,643.75	1,539,150	280,506
3562	734,550.00	704,450	— 30,100
		Net Over-run	$134,420

Very truly,

A.V. Benedict

A.V. Benedict
Resident Engineer.

cc: Mr. W.E. Chandler

Williams ✓

Estimate for General Construction Co. Contract was increased from \$1,258,643^{75} in June to \$1,539,150^{00} in July, over-running the authorization \$230,506^{25} or 17.6 %.

The authorization was increased from \$1,208,643 to \$1,308,643 last May.

[illegible] 8			
[illegible] 7	[illegible]	[illegible].75	
Dec. # 6	1,167,675.00	5,220.75	
			1,2[illegible]8,6[illegible]3.75

wy. No. 170 at MP 8.02

Contract No. 3532

[illegible] River – [illegible] Hydraulic Embankment

	Construction	Engineering
Original [illegible] (Incl Contg.)	$1,122,695.75	$85,948.00
[illegible] 5-26-53	100,000.00	–
[illegible]	1,222,695.75	85,948,00

Engineer's Report, [illegible] 10, 1952

Estimated Amounts to [illegible]		
[illegible] Contract [illegible]	1,479,074.00	60,000.00
Contingencies	76.00	–
Subtotal	1,479,150.00	60,000.00
over- / under- } run	+ 256,454.25	– 25,948,00
	+ 20.974 %	– 30.19 %

Total Est. [illegible]	$1,308,643.75
Total Anticipated Cost	1,539,150.00
Amount [illegible]	$230,506,25
	+ 17.61 %

	Const. Items.	[illegible]	Engr	Total.
June #11	$1,171,349.00	$1,346.75	$85,948.00	$1,539,150 — July 1,258,643.75 — June
May #11	✓	✓	✓	✓
Apr 10	✓	✓	✓	✓
Mar #9	1,167,528.00	3,171.75	✓	✓
Feb #8	✓	✓	✓	✓
Jan #7	[illegible]	[illegible].75	✓	✓
Dec #6	[illegible]	[illegible].75	.	✓ [illegible]43.75

Form E-86-

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Hood River - Mosier **County** Hood River and Wasco **Work done to** July 5, 1952 **Estimate No.**
Kind of work Hydraulic Embankment **Highway** Columbia River **Specified date of completion** May 31, 1952 **Contract No.**
Contractor General Construction Co. **Date of award** June 7, 1951 **Estimated date of completion** September 30, 1952 **Job prefix** 1

Item Sheet 1 of 2	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performe Quantity
1. Hydraulic Embankment, in Place	cu. yd.	0 22½	4,500,000	1,012,500 00	6,106,000	1,373,850 00	4,584,000	1,031,400 00	1,522,000	342,450 00	369,0
2. Extra for Steep Slope Embankment	cu. yd.	0 30	25,000	7,500 00	15,700	4,710 00	15,600	4,680 00	100	30 00	
3. Structural Excavation, Unclassified	cu. yd.	10 00	1,300	13,000 00	1,300	13,000 00	728	7,280 00	572	5,720 00	
4. 18-inch Corrugated Metal Pipe, Protected Invert	lin.ft.	6 00	370	2,220 00	200	1,200 00	200	1,200 00			
5. 18-inch Xtr. Str. Corrugated Metal Pipe, Protected Invert	lin.ft.	7 00	560	3,920 00	240	1,680 00			240	1,680 00	
6. 24-inch Corrugated Metal Pipe, Protected Invert	lin.ft.	8 50	220	1,870 00	200	1,700 00	200	1,700 00			
7. 24-inch Xtr. Str. Corrugated Metal Pipe, Protected Invert	lin.ft.	10 00	200	2,000 00	200	2,000 00	200	2,000 00			
8. 36-inch Xtr. Str. Corrugated Metal Pipe, Protected Invert	lin.ft.	18 00	630	11,340 00	570	10,260 00	570	10,260 00			
9. 42-inch Xtr. Str. Corrugated Metal Pipe, Protected Invert	lin.ft.	20 00	1,000	20,000 00	1,130	22,600 00	990	19,800 00	140	2,800 00	
Subtotal (Contract Bid Items)				1,074,350 00		1,431,000 00		1,078,320 00		352,680 00	
E.W.O.#1. Special Grading						2,100 00		1,991 55		108 45	
E.W.O.#2. Pipe Connection						100 00				100 00	
S.F.O. Sewer and Water Lines						1,714 00		1,704 39		9 61	
S.F.O. Oil Sand Slopes						1,000 00		614 00		386 00	
S.F.O. Move Power and Tel. Lines						2,000 00		262 01		1,737 99	
Totals				1,074,350 00		1,437,914 00		1,082,891 95		355,022 05	

Instructions: If an increase in construction authorization has been ap-
ved by the Highway Commission show the amount of the increased
rization for construction in space "a" to the right. If the "estimate
cted to date" exceeds the amount of the approved authorization for
uction show the per cent of overrun in space "b".
not include "materials on hand" in any amounts shown on this form.

(a)

(b)

A. V. Benedict, Engi

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

iver - Mosier
ulic Embankment
eral Construction Co.

County Hood River and Wasco
Highway Columbia River
Date of award June 7, 1951

Work done to July 5, 1952
Specified date of completion May 31, 1952
Estimated date of completion September 30, 1952

Estimate No. 13
Contract No. 3532
Job prefix 14 - 1013

	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
nt,	cu. yd.	0 22½	4,500,000	1,012,500 00	6,106,000	1,373,850 00	4,584,000	1,031,400 00	1,522,000	342,450 00	369,000 ✓	83,025 00
ope	cu. yd.	0 30	25,000	7,500 00	15,700	4,710 00	15,600	4,680 00	100	30 00		
ion,	cu. yd.	10 00	1,300	13,000 00	1,300	13,000 00	728	7,280 00	572	5,720 00		
Metal Pipe,	lin.ft.	6 00	370	2,220 00	200	1,200 00	200	1,200 00				
orrugated ed Invert	lin.ft.	7 00	560	3,920 00	240	1,680 00			240	1,680 00		
letal Pipe,	lin.ft.	8 50	220	1,870 00	200	1,700 00	200	1,700 00				
orrugated ed Invert	lin.ft.	10 00	200	2,000 00	200	2,000 00	200	2,000 00				
orrugated ed Invert	lin.ft.	18 00	630	11,340 00	570	10,260 00	570	10,260 00				
orrugated ed Invert	lin.ft.	20 00	1,000	20,000 00	1,130	22,600 00	990	19,800 00	140	2,800 00		
id Items)				1,074,350 00		1,431,000 00		1,078,320 00		352,680 00		83,025 00
ding						2,100 00		1,991 55		108 45		
tion						100 00				100 00		
Lines						1,714 00		1,704 39		9 61		
						1,000 00		614 00		386 00		
Tel. Lines						2,000 00		262 01		1,737 99		
				1,074,350 00		1,437,914 00		1,082,891 95		355,022 05		83,025 00

nstruction authorization has been ap-
n show the amount of the increased
ce "a" to the right. If the "estimate
int of the approved authorization for
rrun in space "b".
" in any amounts shown on this form.

(a)

(b)

A. W. Benedict, Engineer in Charge

Form E-86-

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Hood River - Mosier
County Hood River and Wasco
Work done to July 5, 1952
Estimat

Kind of work Hydraulic Embankment
Highway Columbia River
Specified date of completion May 31, 1952
Contrac

Contractor General Construction Co.
Date of award June 7, 1951
Estimated date of completion Sept. 30, 1952
Job pre

Item Sheet 2 of 2	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Perf
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Qu
Subtotals brought forward				1,074,350 00		1,437,914 00		1,082,891 95		355,022 05	
P.A.#1. Excavation, Unclassified	cu. yd.	3 25			1,580	5,135 00	1,575	5,118 75	5	16 25	
P.A.#3. Rehandling Dredged											
Materials in "R" and "S"											
Approaches	cu. yd.	0 27½			131,000	36,025 00	65,000	17,875 00	66,000	18,150 00	
Subtotal				1,074,350 00		1,479,074 00		1,105,885 70		373,188 30	
Contingencies				48,345 75		76 00				76 00	
Engineering				85,948 00		60,000 00		40,400 00		19,600 00	
Totals				1,208,643 75		1,539,150 00		1,146,285 70		392,864 30	

Instructions: If an increase in construction authorization has been ap-
roved by the Highway Commission show the amount of the increased
thorization for construction in space "a" to the right. If the "estimate
rected to date" exceeds the amount of the approved authorization for
struction show the per cent of overrun in space "b".
o not include "materials on hand" in any amounts shown on this form.

(a) 100,000

(b) 17.6% ✓

A.V. Benedi

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

iver - Mosier ... **County** Hood River and Wasco ... **Work done to** July 5, 1952 ... **Estimate No.** 13
ydraulic Embankment ... **Highway** Columbia River ... **Specified date of completion** May 31, 1952 ... **Contract No.** 3532
eral Construction Co. ... **Date of award** June 7, 1952 ... **Estimated date of completion** Sept. 30, 1952 ... **Job prefix** 14 - 1013

f 2	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
t forward				1,074,350 00		1,437,914 00		1,082,891 95		355,022 05		83,025 00
, Unclassified	cu. yd.	3 25			1,580	5,135 00	1,575	5,118 75	5	16 25		
Dredged												
in "R" and "S"												
s	cu. yd.	0 27½			131,000	36,025 00	65,000	17,875 00	66,000	18,150 00		
				1,074,350 00		1,479,074 00		1,105,885 70		373,188 30		83,025 00
				48,345 75		76 00				76 00		
				85,948 00		60,000 00		40,400 00		19,600 00		
				1,208,643 75		1,539,150 00		1,146,285 70		392,864 30		83,025 00

in construction authorization has been ap-
mission show the amount of the increased
in space "a" to the right. If the "estimate
amount of the approved authorization for
of overrun in space "b".
n hand" in any amounts shown on this form.

(a) 100,000

(b) 17.6%

C. V. Benedict, Engineer in Charge

RECEIVED
MAY 15 1952
FOR FILING

May 12, 1952

Oregon State Highway Commission

Gentlemen:

During my recent trip to Eastern Oregon with Messrs. Reynolds and McIver, the matter of constructing a traffic interchange at the Mosier Spur connection with new US30 was discussed, and tentative approval of the plan was given by the two Commissioners.

In order to construct the plan as designed, it will be necessary to dredge additional embankment materials from the river bed, and this work can only be performed while the General Construction Company has its dredging equipment in the vicinity. The estimated cost of the traffic interchange is approximately $90,000, of which amount $50,000 represents the cost of dredging and placing necessary embankments for the traffic interchange. While this will not result in any appreciable overrun of the over-all funds set up for the Hood River-Mosier Section, it will result in an increased project authorization on the General Construction Company's Dredging Contract No. 3532, Hood River-Mosier Section, in the amount of $50,000.

At the time the contract was originally awarded to the General Construction Company, the construction of the traffic interchange at Second Street in Hood River was not in the program.

You subsequently approved the construction of the Second Street Overpass at an estimated cost of $250,000, and this involved approximately $50,000 additional cost of dredging embankment for the traffic interchange. In order that this matter may be officially clarified in the Commission minutes, it is requested that project authorization in the General Construction Company's contract be increased $100,000 to provide for the additional work at both the Hood River and Mosier interchanges. Additional financing is not required.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. C. H. Maison
WCW:me er

RECEIVED
1952
FOR FILING

71-17 [illegible]

3532

3519

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

May 5, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

We acknowledge with thanks the receipt of your letter of May 2, 1952 authorizing us to bill the State Highway Commission in the estimated amount of $389.03 for the moving of three poles on the northerly side of the Union Pacific Railroad at Hood River.

Yours very truly,

A H Prael

A. H. Prael
Right of Way Agent

AHP:mu

14-1013
3532

RECEIVED
MAY 6 1952
OFFICE OF
STATE HIGHWAY ENGINEER

VED
1952
FOR FILING

3319

May 2, 1952

Mr. A. H. Prael
Right of Way Engineer
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

This is your authority to bill the State Highway Commission in an estimated amount of $389.03 for the movement of three poles on the northerly side of the Union Pacific Railroad at Hood River, this work to be done in accordance with your letter of April 15, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. W. E. Chandler

bl

ASSIGNMENT No. 331

April 18, 1952 By

Description: Letter of April 15 by A. H. Prael, R/W Agent of Pacific Power & Light Company, in connection with relocation of their line xxx north of UPRR opposite railroad depot at Hood River

Acknowledged by _____ Referred to H. G. Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx ✓ Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5-2-52 Report received ________

Remarks:

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

April 15, 1952

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Mr. L. V. Blikenstaff, Resident Engineer for the State Highway Commission, has requested us to relocate our line on the north side of the Union Pacific Railroad opposite the railroad depot at Hood River, otherwise known as the Hood River Mole location. The relocation of said line is made necessary by the construction of the new highway in this area. As said pole line is now located on private property we believe that Pacific Power & Light Company should be reimbursed for the cost of its relocation.

The work to be done is as follows:

1. Remove 3 poles, 12 crossarms, 1 anchor, 1 down guy, 1 span guy, 313 lbs. of conductor, insulators and miscellaneous hardware.

2. Set 2-45 ft. poles, 1-55 ft. pole with stub attached to provide additional height, 140 lbs. of conductor, 1 anchor, 1 down guy, 7 crossarms and miscellaneous hardware.

Due to the depth of the fill being made it is necessary to install higher poles than would otherwise be required.

On the enclosed maps the 3 poles to be removed are indicated by a green circle. The 3 new poles to be installed are indicated by a red circle.

Charges will be made for the construction of the new pole line and removing the existing facilities. Credit will be given for the "life used" and for the depreciated salvage value of the material removed. A sheet showing the estimated net charge of $389.03 is attached.

If this estimate meets with your approval will you kindly send us a letter authorizing Pacific Power & Light Company to bill the State Highway Commission in the amount of $389.03 for relocating said distribution line.

Yours very truly,

A. H. Prael

A. H. Prael
Right of Way Agent

RECEIVED

NOTED
W. C. WILLIAMS

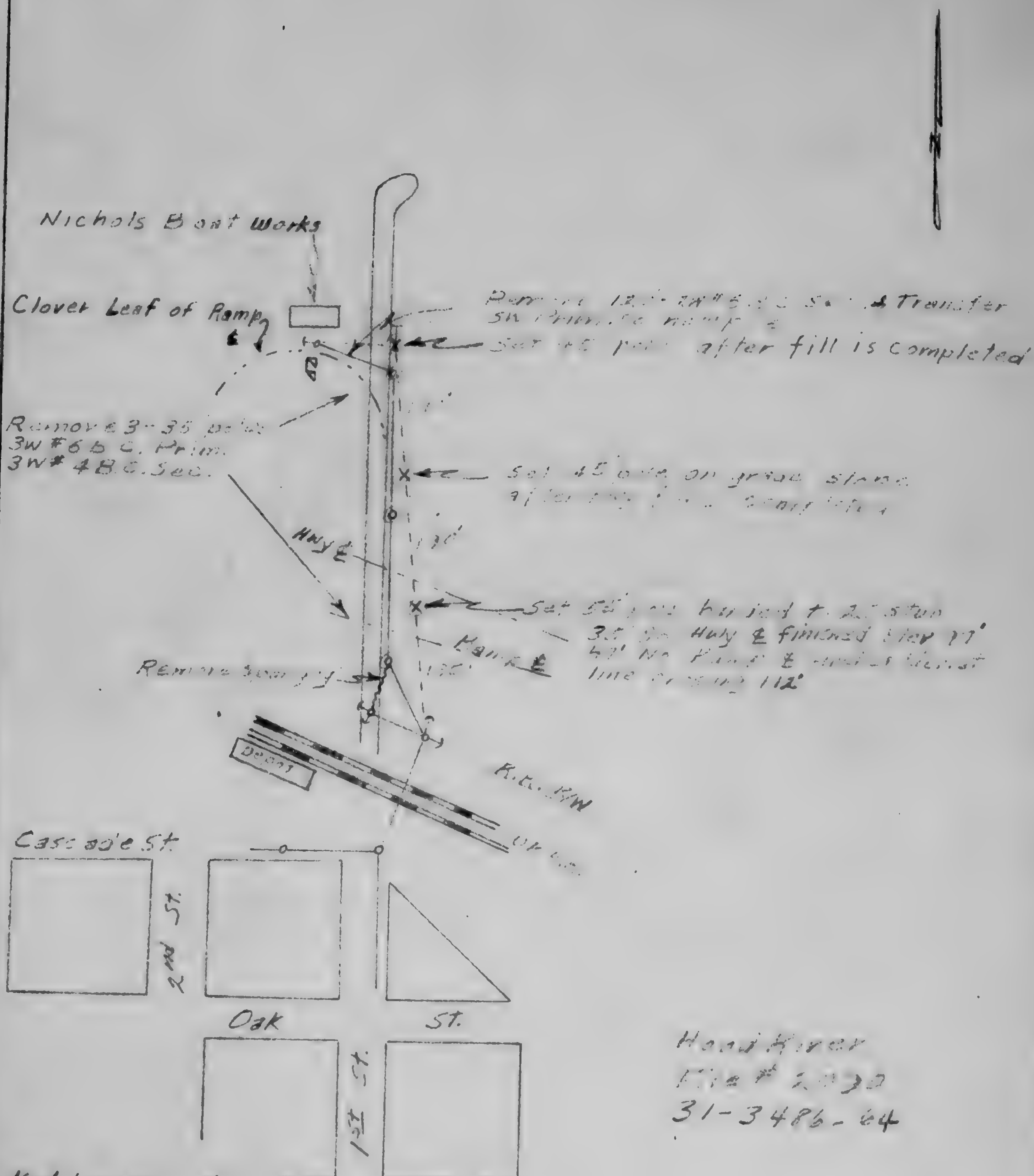
AHP:mu
Enc.

COST TO OREGON STATE HIGHWAY COMMISSION FOR RELOCATING ELECTRIC DISTRIBUTION FACILITIES

CHARGES:			
	New Pole Line	$ 660.48	
	Remove Facilities	96.02	
	Total Charges		$ 756.50
CREDITS:			
	Life Used (in place)	$ 183.86	
	Salvage (depreciated material value)	183.61	
	Total Credits		- $ 367.47
	NET CHARGES		$ 389.03

JDS:wg
4/2/52

ER 31-3486-64



Hood River
File # 2030
31-3486-64

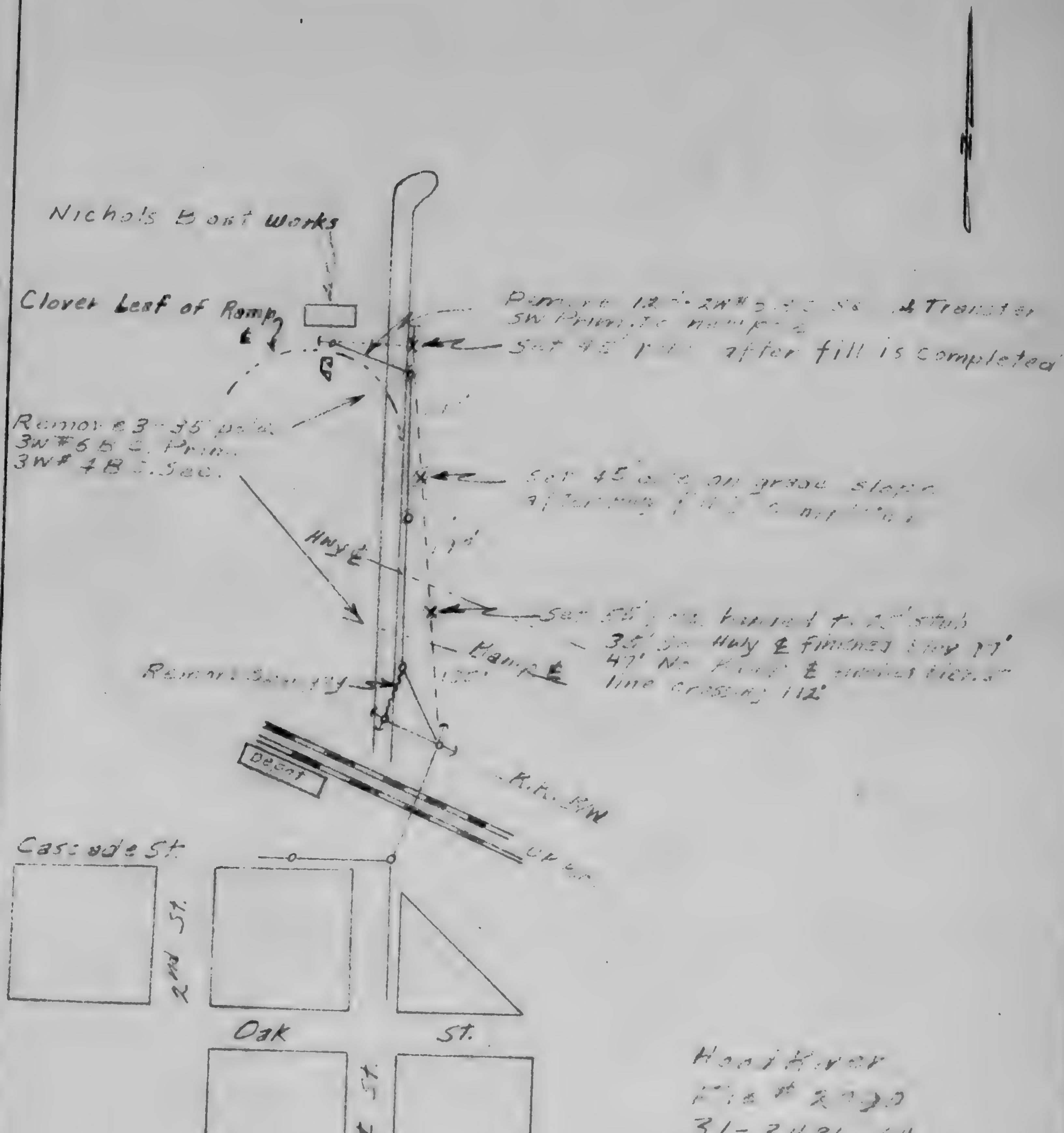
Kuhl 11-30 51

DRAWN__________ 19__
TRACED ~~~ 4/10 195_
CHECKED__________ 19__
CORRECT__________ 19__
ALTERED

Pacific Power & Light Company
Portland, Oregon

Approved__________
CHIEF ENGINEER

Scale__________ PA


Nichols Boat Works
Clover Leaf of Ramp ℄
Remove 12 - 2W # [illegible] & Transfer
5W Prim. [illegible]
Set 45' [illegible] after fill is completed
Remove 3 - 35' pole
3W # 6 B C. Prim.
3W # 4 B C. Sec.
Set 45' [illegible] on grade slope
after [illegible] fill [illegible]
Hwy ℄
Set 55' [illegible] to [illegible] stub
35' [illegible] Hwy ℄ finished [illegible] 77'
47' No. [illegible] ℄ [illegible]
line crossing 112'
Ramp ℄
Remove [illegible]
Depot
R.R. R/W
Cascade St.
2nd St.
Oak
St.
1st St.

Hood River
File # [illegible]
31-3486-64

Kuhl 11-30-51

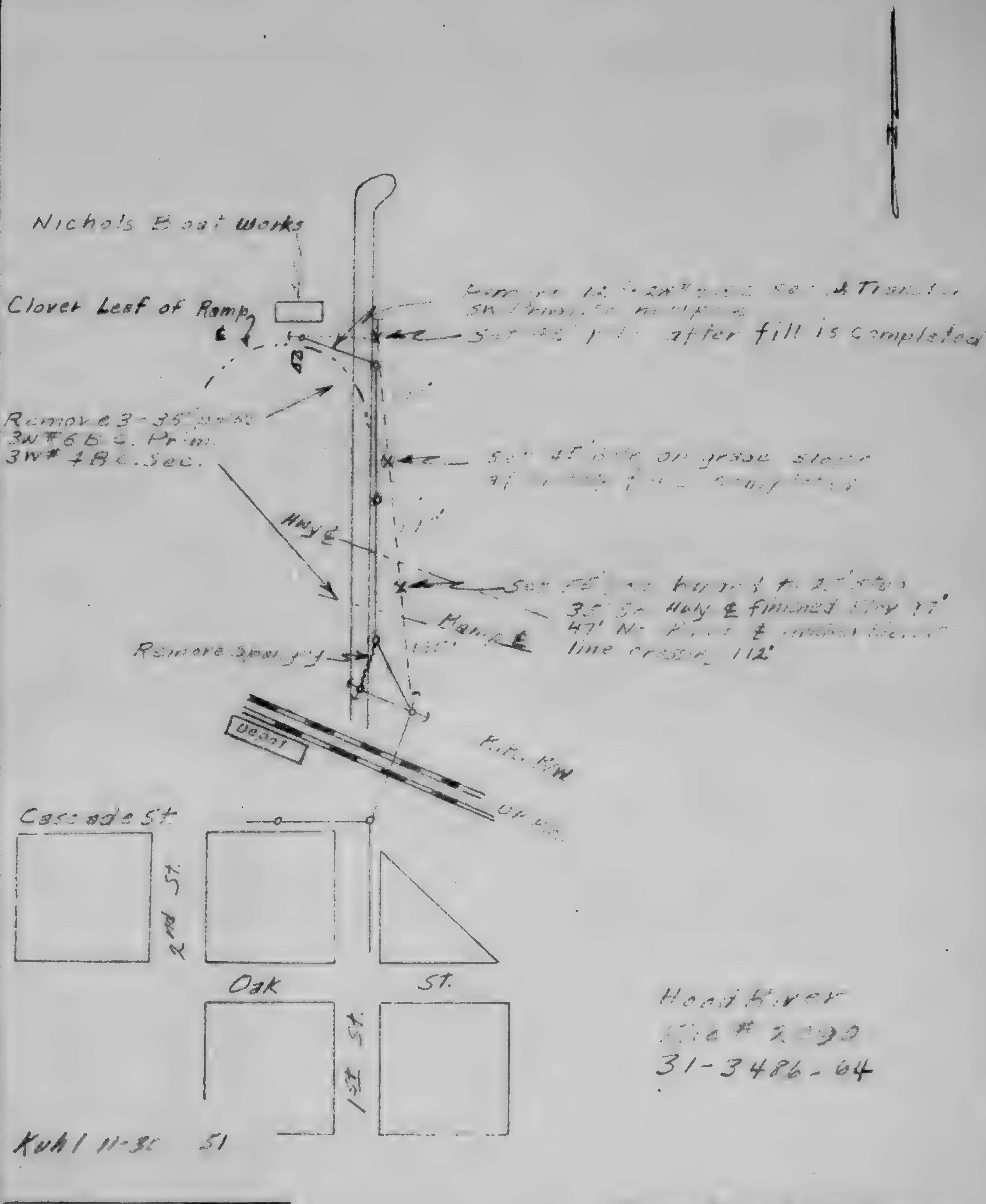
DRAWN	19__
TRACED [illegible] 4/10	195[illegible]
CHECKED	19__
CORRECT	19__

ALTERED

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

Approved________
CHIEF ENGINEER

Scale________ PA



Remove 12 - 24 [illegible] & Transfer
5K Prim [illegible]

Set 45' pole after fill is completed

Remove 3 - 35' poles
3W #6 B.C. Prim.
3W #4 B.C. Sec.

Set 45' pole on grade slope
after fill is completed

Set 55' pole buried to 25' stub
35' So. Hwy ℄ finished elev 77'
47' N. Ramp ℄ [illegible]
line crosses 112'

Remove span guy

Hood River
File # 2?90
31-3486-64

Kuhl 11-30 51

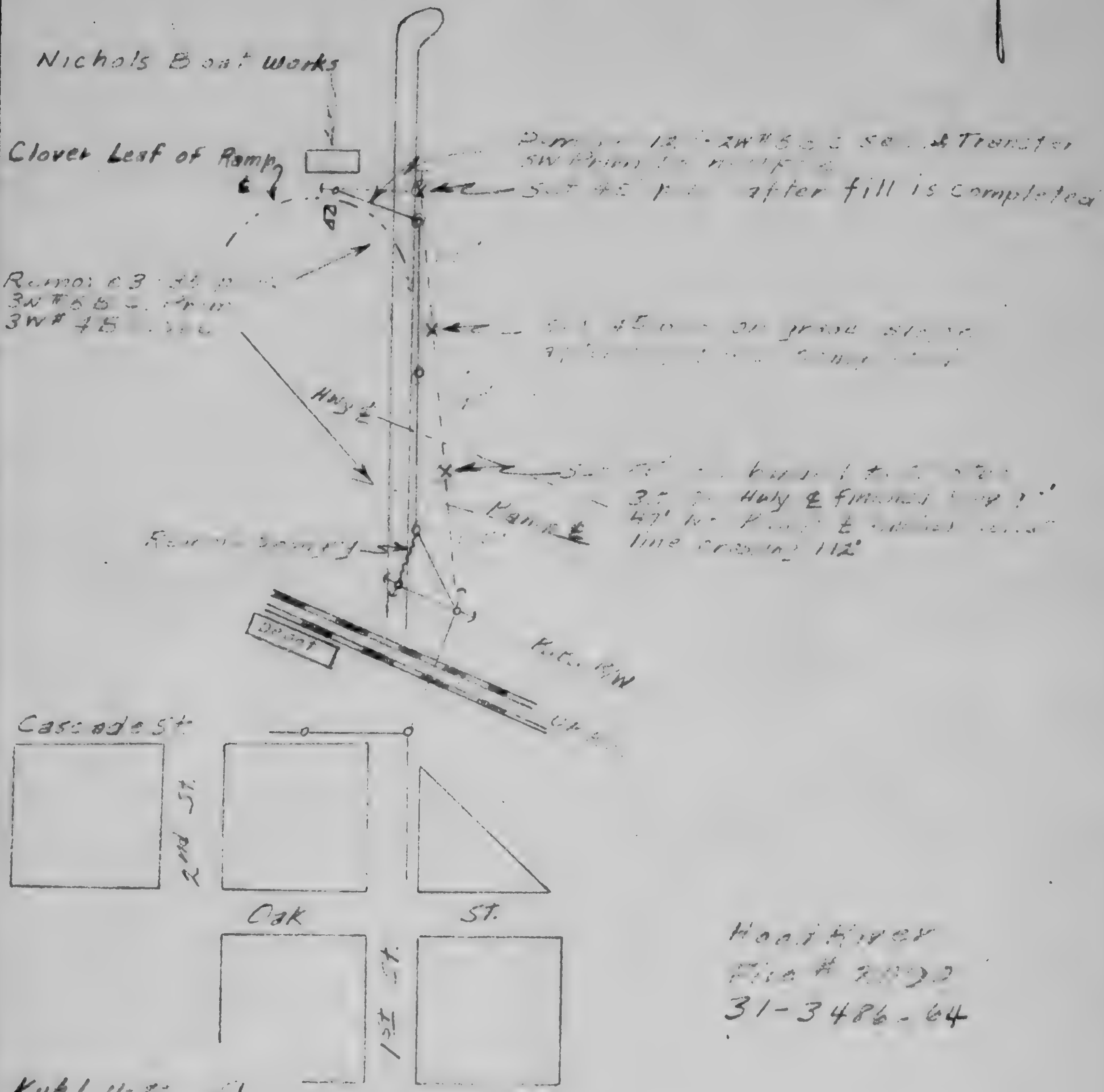
DRAWN ________ 19__
TRACED [illegible] 4/10 1952
CHECKED ________ 19__
CORRECT ________ 19__

ALTERED

Pacific Power & Light Company
Portland, Oregon

Approved ____________
Chief Engineer

Scale ________ PA



Hood River
File # [illegible]
31-3486-64

Kuhl 11-3 51

DRAWN	19
TRACED ~~[illegible]~~ 4/16	1957
CHECKED	19
CORRECT	19

ALTERED

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

Approved
CHIEF ENGINEER

Scale PA

RECEIVED
FOR FILING

FT-174(11)
FT-[illegible](4)
[illegible]

March 24, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon (Your File D 315-2-40)

Dear Sir:

I am forwarding to you herewith duplicate copies of the supplemental agreement on the Hood River-Mosier Section, Columbia River Highway.

Both copies have been executed by the State Highway Commission, and the Commission has also initialed the minor change appearing in Section 1, page 1.

You will please furnish us with a fully executed copy when this has been done by officials of the Union Pacific Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. H. B. Glaisyer

IVED
MAR 20 1952
FOR FILING

Salem, Oregon
March 20, 1952

Mr. W. C. Williams
Asst. State Highway Engineer
Office

Attached hereto are two copies of a supplemental agreement with UP RR re Hood River-Mosier encroachments (previously signed by the Commission on January 28, 1952). These copies are now ready for the signatures of the proper officials of the Railroad Company.

Please return one fully executed copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-50 25M 6-51 49713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1952

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Attached hereto are two copies of a supplemental agreement with UP RR re Hood River-Mosier encroachments (previously signed by the Commission on January 28, 1952). These copies are now ready for the signatures of the proper officials of the Railroad Company.

Please return one fully executed copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM 2552
[illegible]

UNION PACIFIC RAILROAD COMPANY

Office of the Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

MARCH 3, 1952

(D 315-2-40)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Atten: Mr. W. C. Williams,
Assistant State Highway Engineer

Dear Sir:

Re: Hood River-Mosier Section Columbia River Highway

Referring to the supplemental agreement on above project, containing descriptions of encroachments recently executed by the Highway Commission:

Subsequent to forwarding the agreement to you for action by the Commission, the office of the District Engineer was abolished, making a minor revision necessary in the eighth line from the bottom on page 1, changing District Engineer to Chief Engineer. The revision has been made on the signatory copies, which are attached, in advance of your approval. If this revision is satisfactory to you, please arrange for the initialing of the change, by proper authority.

Also on the last page of the descriptions, our Law Department requested the date of signature identifying the descriptions be inserted, also the title of those signing be shown. To simplify this matter the last page was retyped. Will you again please sign for identification, for your convenience there are attached the two pages previously signed.

When the above has been accomplished please return both documents to me for completion upon the part of the Railroad, after which a fully executed document will be returned for your record.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

FORM E-123X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Feb ~~January~~ 11, 1952

District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File: 91-2

Dear Sir:

I return to you herewith two copies of supplemental agreement between the Union Pacific Railroad Company and the State Highway Commission on the Hood River-Mosier Section in Hood River and Wasco Counties.

Upon execution by proper officials of your Company, we assume you will furnish us a duly executed copy.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. H. B. Glaisyer

REFERRED TO
Guinn
BY SECRETARY

watch for it

FORM 2552
7-49-100M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Street
Portland 12, Oregon

February 7, 1952

File No. 91-2
D315-2-32

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: Hood River-Mosier Section
Columbia River Highway

Under date of December 24, 1951, the District Engineer sent you, for review and signature and for execution by the Highway Commission, the signatory copies of a supplemental agreement to the construction agreement on the above section of highway dated June 1, 1951.

When the document has been executed by the Commission, please return it to this office for further handling. In the meantime, advice will be appreciated as to when the return of the doument may be expected.

Yours very truly,

A. McAllister

A. McAllister
Superintendent

REFERRED TO Williams
BY SECRETARY

ASSIGNMENT

January 2, 1952

No. 3107
By WCW

Description: Union Pacific Company's letter of December 24 and two copies of supplemental agreement between OWRR & N Co. and UP RR Co. and State, containing descriptions of eight encroachments (Hood River-Mosier Section)

Acknowledged by _____ Referred to _Smith ✓_________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________ __ signature
____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 1-9-52 Report received ________

Remarks: Please have descriptions checked. 7B-4-19

See Correction on page 4 H.W.L. 1/4'51 WCW

journal 1/4-51

AGENDA
JAN 3 1 1952

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

XXXXXXXX
DISTRICT ENGINEER

851 PITTOC
PORTLAND 5, OREGON

December 24, 1951

91-2

REFERRED TO
Glaisyer
For Comm approval

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

C

Dear Sir:

Re: Hood River-Mosier Section, Columbia River Hiway

The easement and construction agreement dated June 1, 1951, covering the above section of highway relocation, provided in paragraph (a) First of Section 1, for a supplemental agreement containing the descriptions of the eight encroachments.

These descriptions have been prepared by the Railroad and made a part of a supplemental agreement, duplicate originals of which are attached. Will you please check these descriptions and if satisfactory sign for identification purposes in the space provided on Page 7, after which date of identification should be filled in near the bottom on Page 1, after which the agreement should be executed by the Highway Commission, filling in the date of execution at the top of Page 1.

After the document has been executed by the Commission, please return both copies to me for like action upon the part of the Railroad. When the execution of agreement has been completed, one fully executed copy will be returned to you for the Commission's records.

Yours very truly,

For the District Engineer

RECEIVED
[illegible] 1951
STATE HIGHWAY COMMISSION

W. C. [illegible]

RECEIVED
FOR FILING

Salem, Oregon
March 21, 1952

Resolution

Mr. S. H. Probert
Mr. E. A. Collier
Mr. J. W. Cattrall

Attached hereto is one copy of a resolution that is in regard to connections to Columbia River Highway from the cities of Mosier and Hood River.

The original of this resolution has been retained for the Commission's files.

L. H. Warfield
Staff Engineer

kp
Attach 1

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1952

SUBJECT: Resolution re connections
to Columbia River Highway
City of Mosier
City of Hood River

To: Mr. H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

We are attaching hereto an original and three copies of a resolution designating a connecting roadway from the new Columbia River Highway to city streets in the Town of Hood River and a spur connection between the Columbia River Highway and the City of Mosier as spur connections to Primary State Highway No. 2 (Columbia River Highway).

Very truly yours,

C. W. Enfield
amc

C. W. ENFIELD
Chief Counsel

amc
Attach.

cc Frank C. McKinney

REFERRED TO Geary BY SECRETARY

forward three copies to [illegible]
& [illegible] the original

RECEIVED
MAR 26 1952
FOR FILING

4,5 1,2,3
1/31/

March 3, 1952

Mr. C. W. Enfield
Chief Counsel

OFFICE

Pursuant to our telephone conversation of last Friday, I hand you herewith my office copy of the letter signed by the State Highway Commission and directed to Mr. C. G. Polk, District Engineer, Bureau of Public Roads, requesting approval of a connecting roadway from the new Columbia River Highway to city streets in the Town of Hood River, together with a map showing the location of the proposed road.

I also hand you a description of a proposed spur connection between Columbia River Highway and the City of Mosier, together with a map showing the location of the road.

You kindly consented to prepare a form of resolution designating both of these connections as spur connections to Primary State Highway No. 2 (Columbia River Highway). Federal Aid funds are to be used to construct the Hood River connection, but State funds only are to be used to finance the Mosier connection.

I believe that the attached information is complete and sufficient to enable you to prepare the necessary resolution, which I would like very much to enter as an exhibit in the minutes of the meeting held on January 31, 1952 - February 1, 1952.

Thanks a lot. Will you please return the papers when you are through with them.

Secretary

HBG:ls
Enc.

Salem, Oregon
February 5, 1952

Agenda Item 4-e-1

Mr. S. H. Probert
Office Engineer

Attached hereto, for further handling, are three copies of a Letter to the Bureau of Public Roads requesting Federal approval to add to FA Route No. 1 (Hood River-Mosier Section) spur connection to city streets in City of Hood River. These Letters have been executed by the Highway Commission.

One copy of the above letter has been retained in this office.

Secretary

rn

Salem, Oregon
February 5, 1952

Agenda Item 4-a-2

Mr. S. H. Probert
Office Engineer

Attached hereto, for further handling, are three copies of a Letter directed to the Bureau of Public Roads requesting Federal approval to extend FA Route No. 20 (Umpqua Highway) (ORE38) from City of Drain to Town of Anlauf along present route of US99. These letters have been executed by the Highway Commission.

One copy of the above Letter has been retained in this office.

Secretary

rn

E-129 97,500 REVISED 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 1, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As the recently approved revision in the routing of Federal-aid primary route 3 between Rice Hill and Anlauf by-passes the junction of Federal-aid primary route 20 with Federal-aid primary route 3 at Drain, it becomes necessary to extend Federal-aid primary route 20 and to change its official description.

Accordingly, the State Highway Commission requests that Federal-aid primary route 20 be extended at its east end to a connection with the revised Federal-aid primary route 3 at a point near Anlauf and that the official description for Federal-aid primary route 20 be changed to read as follows:

> "From a point on Federal-aid route 3 near Anlauf, via Scottsburg to a point on Federal-aid route 2 at Reedsport."

By the above indicated change, the length of Federal-aid route 20 will be increased from 50.13 miles to 58.64 miles. The change does not affect either the mileage within urban areas or the mileage within national forests or other federal reservations.

Very truly yours,

Oregon State Highway Commission

By Ben R Chandler
As Chairman

By Chas H Reynolds
As Commissioner

By M.K. McIver
As Commissioner

Attest
SECRETARY

FORM E-123X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

AGENDA
JAN 31 1952

4.5-1

January 16, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Confirming verbal advice, we request that contemplated connection between Federal-aid Route 1 and the cities of Hood River and Mosier be added to the Federal-aid Primary Highway System as spurs of Federal-aid Route 1.

Descriptions and lengths are as follows:

1. Spur southerly connecting with 2nd Street at Cascade Avenue in City of Hood River, length 0.085 mile. 45.1 super [illegible]

2. Spur southerly connecting with original Columbia River Highway in Mosier, length 0.267 mile. 4-5-3 [illegible]

To simplify the official description of Route 1, we recommend that that description be revised by adding "with spur connections to Hood River and Mosier."

The Highway Commission has agreed orally to these additions to the system and will execute the formal request at its regular meeting on January 31st.

Very truly yours,

R. H. Baldock
State Highway Engineer

Williams

A

sign 4 copies of letter

S+C

AGENDA
JAN 31 1952

4-5-3

DESCRIPTION

PROPOSED SPUR CONNECTION BETWEEN COLUMBIA RIVER HIGHWAY AND THE CITY OF MOSIER

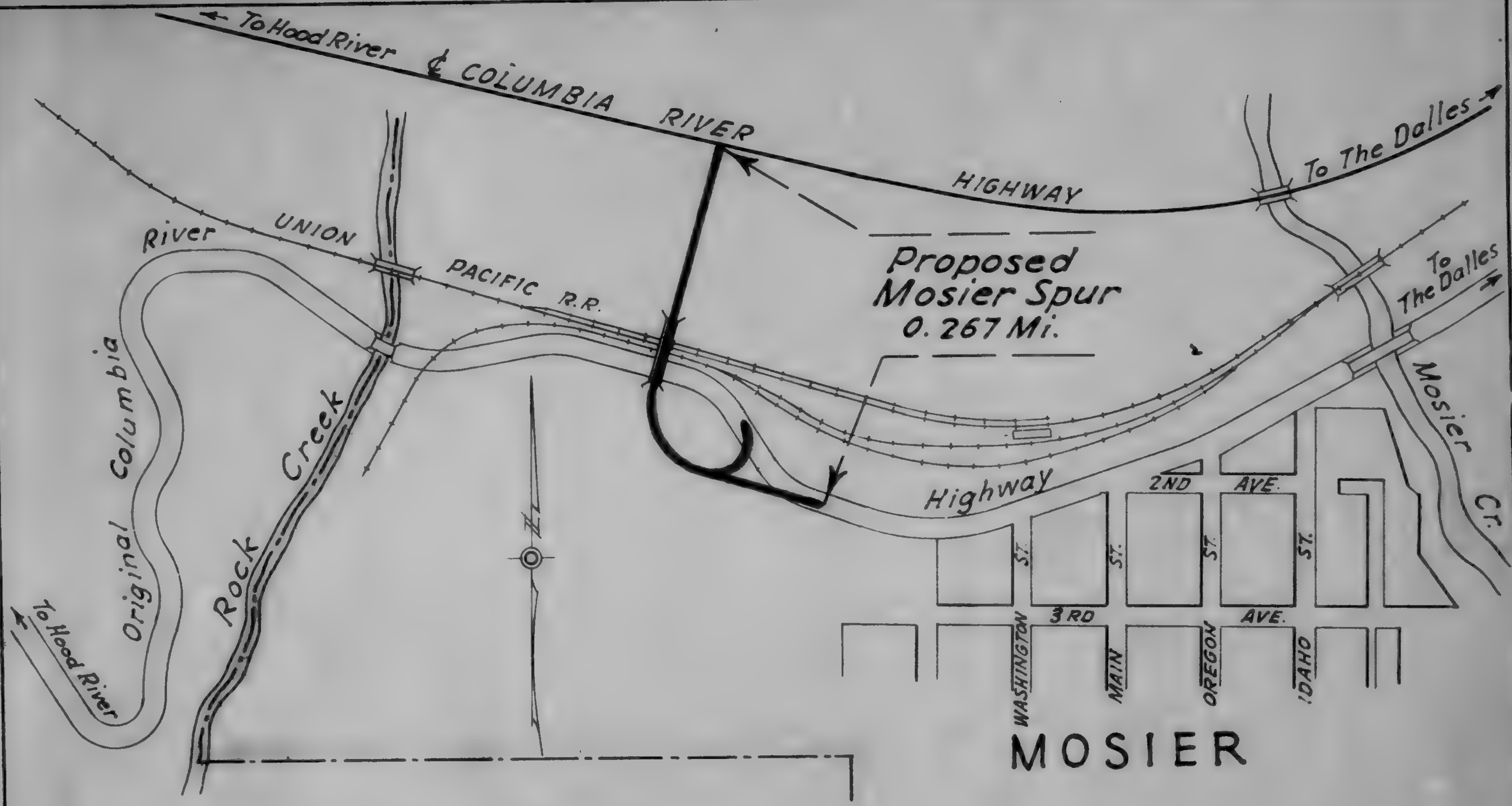
Mosier Spur - A spur connection between Primary State Highway No. 2 (Columbia River Highway), as recently relocated, with the route of the Columbia River Highway as formerly located, within the City of Mosier. Length - 0.267 mile.

This spur is required to provide access to the relocated highway from the City of Mosier which is, in major part, on the opposite (south) side of the Union Pacific Railroad tracks and without other access to the relocated highway for several miles in either direction.

It is proposed to have this spur made a part of Primary State Highway No. 2.

MAP

S+C



OREGON STATE HIGHWAY DEPARTMENT

Map Showing Proposed

MOSIER SPUR

CONNECTION TO COLUMBIA RIVER HIGHWAY

CITY OF MOSIER

Scale: 1"=400'   Jan., 1952

RECEIVED
FOR FILING

[illegible]

3, 3 2

7a.
January 11, 1952

District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File: 91-2

Dear Sir:

I return to you herewith two copies of supplemental agreement between the Union Pacific Railroad Company and the State Highway Commission on the Hood River-Mosier Section in Hood River and Wasco Counties.

Upon execution by proper officials of your Company, we assume you will furnish us a duly executed copy.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. H. B. Glaisyer

RECEIVED
FOR FILING
FORM E-90 25M 6-51 49718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8th, 1952

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

We have checked over the description prepared by the Railroad for the Hood River-Mosier Section, and the only typographical error is on page 4, where 15° should have been written 50°. This is very insignificant, as it only applies to the rate of increase on a spiral.

Very truly yours,

H. G. Smith
Construction Engineer

Correction made

HGS:AR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

January 3, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-35(4)
Hood River-Mosier Section
Columbia River Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

For Project agreement
(48,000.00)
See FI-174(11)
FI-35(4)
3562

Encl.

RECEIVED
JAN 4 1952
OREGON
STATE HIGHWAY COMMISSION

Jor

vised 1946)

449

State Oregon
Project No. FI-35(4)

Federal Aid

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of January, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1950, a program, which was approved on the 17th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred fifty thousand and 00/100 dollars ($550,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1212+50 in the SE 1/4, Section 25, T. 3 N., R. 10 E., W. M., and survey station 1574+00 in the SE 1/4, Section 36, T. 3 N., R. 11 E., W. M., except stations 1496+85 to 1498+15 and 1521+60 to 1523+42, length 6.765 miles, in Hood River and Wasco County,ies, being Oregon Federal Aid project No. FI-35(4), consisting of 6.765 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred fifty thousand and 00/100 dollars ($550,000.00), which does not exceed the authorized Federal pro rata share of one million, five hundred seventy-five thousand, eight hundred twenty-seven and 00/100 dollars ($1,575,827.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 212

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

Attest
SECRETARY

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W F Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
1932
8 NO

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FORM E-123X 25M 6-51

FOR FILING

[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 27, 1951

NOTED
W. C. WILLIAMS

File No. 17059
Hood River-Mosier Section
Columbia River Highway

L. C. Sherwood, President
Port of Hood River Commission
P.O. Box 500
Hood River, Oregon

Dear Sir:

In connection with the acquisition of property from Hood River, more particularly to the area which is being reserved for a sewage disposal plant, I wish to advise that prior to the time this road is paved the Highway Commission will install a suitable conduit under the roadway to accommodate power and communication wires. If the City determines that it is necessary to place a water main under the highway at this point prior to the surfacing operation, the State will install such pipe as may be furnished by the City.

It is the intention that the above work will be done under the roadway to be constructed.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Forrest Cooper
Forrest Cooper
Right of Way Engineer

FC:mmh

cc: W. C. Williams ✓
H. G. Smith

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible]332

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

NOTED
W. C. WILLIAMS

December 4, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Cop. to Mr. [illegible]
12-5-51

Dear Sir:

We have never received a reply to our letter of August 7, 1951 which suggested that the proposed revision of the hydraulic embankment contract on Project FI-174(11) Hood River-Mosier Section of the Columbia River Highway effecting a traffic interchange at Hood River, should be incorporated into a Price Agreement and submitted to this office with a set of revised plans for our approval and record.

Your early action on this request will be appreciated.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1951

31-114(11)
31 35(4)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-35(3)
East Unit
Hood River-Mosier Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jim

PR 2 (Revised 1946)

CPR [illegible]

State Oregon

Oregon Federal Aid Project No. FI-35(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of October, 1950, a program, which was approved on the 16th day of November, 1950, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of February, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-nine thousand, eight hundred thirty-three and 00/100 dollars ($199,833.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1338+12.41 at the west boundary of Section 33, T. 3 N., R. 11 E., W.M., and survey station 1485+00 in the NE 1/4, Section 2, T. 2 N., R. 11 E., W.M., except stations 1389+00 to 1396+50,

, length 2.640 miles, in Hood River and Wasco Counties, being Oregon Federal Aid project No. FI-35(3), consisting of 2.640 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety-nine thousand, eight hundred thirty-three and 00/100 dollars ($199,833.00), which does not exceed the authorized Federal pro rata share of seven hundred twenty-seven thousand, three hundred nine and 00/100 dollars ($727,309.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Elina H Reynolds
Member, State Highway Commission
(Title of officer)

By W. F. McFall
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
1951
FOR FILING

[illegible]

October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Hood River-Mosier Section, Project No. FI-174 (11).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J[illegible]:cw

Encl.

Oregon State Highway Department

Federal Aid Project
No. FI-174 (11)

HOOD RIVER-MOSIER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 0011
Hydraulic Embankment (Sta. 1173+00 to 1204+90) (Contract No. 3532)

390,000	cu. yds.	Hydraulic Embankment in Place	$ .225	$ 87,750.00
270	cu. yds.	Structural Excavation, Unclassified	10.00	2,700.00
370	lin. ft.	18" Corrugated Metal Pipe, Protected Invert	6.00	2,220.00
170	lin. ft.	18" Extra Strength Corrugated Metal Pipe, Protected Invert	7.00	1,190.00
170	lin. ft.	24" Corrugated Metal Pipe, Protected Invert	8.50	1,445.00
200	lin. ft.	42" Extra Strength Corrugated Metal Pipe, Protected Invert	20.00	4,000.00
				$ 99,305.00
220,000	yd. stas.	Short Overhaul	.01	$ 2,200.00
36,000	C-yd. Stas.	Long Overhaul	.45	16,200.00
3,500	cu. yds.	Excavating and Placing Topsoil	.50	1,750.00
6,500	yd. mi.	Hauling Topsoil	.20	1,300.00
5	acres	Preparing, Fertilizing and Seeding Grass Areas	125.00	625.00
				$ 22,075.00
			Subtotal	$121,380.00
			10% Engr. & Cont.	12,138.00
			Total	$133,518.00

Length of Roadway	0.604 mile
Cost per mile	$221,056.29

Federal Funds- -	$ 48,000.00
State Funds- -	85,518.00
	$133,518.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-174 (11)

HOOD RIVER-MOSIER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 29, 1951

Type Code 0011
Hydraulic Embankment (Sta. 1173+00 to 1204+90) (Contract No. 3532)

390,000	cu. yds.	Hydraulic Embankment in Place	$ 0.225	$ 87,750.00
290	cu. yds.	Structural Excavation, Unclassified	10.00	2,700.00
370	lin. ft.	18-inch Corrugated Metal Pipe, Protected Invert	6.00	2,220.00
170	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe, Protected Invert	7.00	1,190.00
170	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	8.50	1,445.00
200	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe, Protected Invert	20.00	4,000.00
		Subtotal		$ 99,305.00
220,000	yd. stas.	Short Overhaul	0.015	3,300.00
36,000	C-Yd.stas.	Long Overhaul	0.50	18,000.00
3,500	cu. yds.	Excavating and Placing Topsoil	0.50	1,750.00
6,500	yd. mi.	Hauling Topsoil	0.20	1,300.00
5	acres	Preparing, Fertilizing and Seeding Grass Areas	70.00	350.00
				$ 24,700.00
		Subtotal		$124,005.00
		10% Engr. & Cost		12,400.50
		Total		$136,405.50

Length of Roadway 0.604 mile
Cost per mile 225,836.92

Federal Funds- -$ 48,000.00
State Funds- 88,405.50

$136,405.50

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

[illegible]. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 25, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Hood River

Sixth Supplemental

Route No. FAP 1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	106	FI-174 (11)	0.7 mi. W. of Crossing of Hood River to Hood River	Survey-Plans					Gr., Dr., 2-lane
				Right-of-Way					
				Construction	130,000	48,000	32,000		
				TOTAL	130,000	48,000	32,000	0.70	
REQUESTED REVISION	106	FI-174 (11)	Same	Survey-Plans					Gr., Dr., Riprap and Rock Topping Blanket 2-Lane
				Right-of-Way					
				Construction	137,000	48,000	89,000		
				TOTAL	137,000	48,000	89,000	0.604	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date June 25, 1951

By Assistant (State Highway Engineer)

Reason for change: It is the desire of the Highway Commission to include the Riprap and Rock Topping work as part of the Federal Aid Project even though the additional work is not required to take up the allotted Federal Funds.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 5, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous notification by telephone that individual project change requested March 15, 1951 revising the total cost of Item 106, Project FI-174(11), Postwar Federal Aid Primary Highway Program has been approved effective March 27, 1951.

The item will now appear on the program as follows:

Item	106
County	Hood River
Project No.	FI-174(11)
F.A. Route No.	1
State Route	U.S. 30
Termini:	0.7 mile west of X-ing of Hood River to Hood River
Estimated Project Cost:	
Total	$130,000
Federal	48,000
State	82,000
Length	0.70 mile
Character of Work Proposed	Grading and draining, 2-lane

The project revision was approved with the understanding this office shall not concur in award of contract for this project until a request has been submitted to our Washington, D. C. office and approved increasing Federal participation to the full pro-rata, or advice received that amount requested is a firm commitment.

Mr. Williams' March 16, 1951 letter advising that the amount of federal aid to be claimed in connection with the project will not exceed the amount shown in the request, is being processed to show a firm commitment.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

FORM E-123X 25M 7-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 30, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to confirm oral statement made to you to the effect that the $48,000 of federal aid funds requested for Project FI-174 (11) on the Hood River-Mosier Section of the Columbia River Highway is the maximum of federal aid to be claimed on that project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MP:cw

Oregon State Highway Department   Federal Aid Project No. FI-174 (11)

HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement)

Salem, Oregon, March 23, 1951

Type Code 0010
Roadway (Sta. 1173+00 to 1204+50)

390,000	cu. yds.	Hydraulic Embankment in Place	$ 0.31	$120,900.00
270	cu. yds.	Structural Excavation, Unclassified	4.00	1,080.00
370	lin. ft.	18-inch Corrugated Metal Pipe, Protected Invert	6.00	2,220.00
170	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe, Protected Invert	7.00	1,190.00
170	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	7.50	1,275.00
200	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe, Protected Invert	20.00	4,000.00
			Subtotal	$130,665.00
			10% Engr. & Cont.	13,066.50
			Total	$143,731.50

Length of Roadway	0.604 mile
Cost per mile	$237,966.05

Federal Funds- -	$ 48,000.00
State Funds- -	95,731.50
	$143,731.50

HOOD RIVER-MOSIER SECTION

PROJECTS NOS. FI-35 (4) AND FI-174 (11)

While negotiations are underway concerning the encroachments on the Union Pacific Company's right of way, by the highway roadbed, the agreement has not been completed but it is now believed that rights of entry can be obtained within twenty days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

March 23, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Asst. (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

March 15, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

~~Postwar Federal Aid Primary Highway Program~~
(Previous program)

(Date of approval)

COUNTY Hood River

Sixth Supplemental

Route No. F-1

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
	106	FI-174 (11)	.7 mi. [illegible] of [illegible] of Hood River to Hood River	Survey-Plans					Gr. & Dr. 2-Lane
				Right-of-Way					
				Construction	80,000	48,000	32,000		
ITEM AS NOW PROGRAMED				TOTAL	80,000	48,000	32,000	0.70	
	106	FI-174 (11)	Same	Survey-Plans					Gr. & Dr., 2-lane
				Right-of-Way					
				Construction	130,000	48,000	82,000		
REQUESTED REVISION				TOTAL	130,000	48,000	82,000	0.70	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Later and more complete data developed project cost to be considerably greater than originally programmed.

Date March 15, 1951

By ______
Asst. (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

HOOD RIVER-MOSIER SECTION

PROJECTS NOS. FI-35 (4) AND FI-174 (11)

All necessary rights of way or rights of entry have been acquired for these projects.

R. H. Baldock
State Highway Engineer

By

[illegible]. H. Probert
Office Engineer

June 29, 1951

RECEIVED
JUL 12 1951
FOR FILING

71 1946

3532

July 10, 1951

Beall Tank & Pipe Corporation
12005 N. Burgard
Portland 3, Oregon

Attention: Mr. Ken Anderton

Gentlemen:

This is to advise that in the manufacture of the 42-inch corrugated metal culvert to be furnished the General Construction Company for installation at about Station 1180 of the Hood River-Mosier Section of the Columbia River Highway (Contract No. 3532), you may use spliced sheets (single splice) instead of the 137-inch unspliced sheets called for by the specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

cc: G. W. Harra
A. G. Skelton
Ed. Rief,
Portland Division Office

RECEIVED
JUL 6 1951
FOR FILING

[illegible]ON PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

FORM 3010
8-50-8M

L. W. ALTHOF
DISTRICT ENGINEER
[illegible]-174 ([illegible])
[illegible]

July 3, 1951

851 PITTOCK BLOCK
PORTLAND 5, OREGON

91-2

NOTED
W. C. WILLIAMS

Mr. W. W. Stiffler
Acting State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 29th regarding top of rail profile opposite railroad line change on the Hood River-Mosier Section.

This is to advise approval of the profile as submitted.

Yours truly,

L. W. Althof

Copy to [illegible] Smith

June 29, 1951

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Under separate cover I am sending two copies of the top of rail profile opposite the railroad line change on the Hood River-Mosier Section, together with the grade line which we propose to use. This is in response to Mr. Bassinger's request for such a profile and instructions to hold the grade line as near as possible to that existing at present.

If you have any suggestions to make in regard to this grade line, please advise immediately, as minor changes could readily be made, particularly on the west end of the project.

Very truly yours,

[illegible] W. Stiffler
Acting State Highway Engineer

HGS:ar   me

cc Mr. W. C. Williams
    Mr. H. G. Smith

RECEIVED
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

FI-74(1)
FI-35(4)
3532

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 29, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. FI-35(4), Unit 2, Hood River-Mosier Section of the Columbia River Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
OREGON FILING
MONTANA
OREGON
IDAHO
WASHINGTON

FI-174(11)
FI-35 (4)
3552

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 29, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. FI-174(11), Unit 2, Hood River-Mosier Section of the Columbia River Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

71-174([illegible])
71 [illegible]
3532

June 22, 1951

General Construction Company
P. O. Box 3860
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3532 which was awarded to you on June 7, 1951 by the State Highway Commission covering hydraulic embankment on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

recorded
~~[illegible]~~
6-22-51-[illegible]

RECEIVED

FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

II 114(1)
II-35(4)
REFER TO FILE
NO. NPPGD-4
[illegible]

2748

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

June 20, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Commission
Salem, Oregon

ATTN: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Reference is made to a letter from this office dated March 13, 1951, inclosing a permit for dredging and construction of highway fills in the Columbia River from Hood River to about one-half mile above Mosier, Oregon.

This office received the notice of commencement of work on the above project as required by the permit. However, no further information has been received as to the present plan for the drainage system located in the small drainage area just east of the mouth of Hood River mentioned in the above referenced letter and previously discussed in a letter from this office dated February 7, 1951.

If the revised plan for drainage of the above area is completed, it will be appreciated if the plan is forwarded to this office as soon as possible in order to permit adequate time for checking and approval prior to construction work in this area.

For The District Engineer:

NOTED
W. C. WILLIAMS

Very truly yours,

J. W. Sloat

J. W. Sloat,
Lt. Col., Corps of Engineers,
Executive Officer.

RECEIVED
JUN 21 1951
OREGON
STATE HIGHWAY COMMISSION

cc-C&CDiv

: June 21, 1951

ASSIGNMENT

No. 2748
By [illegible]

escription: Letter of June 20 by J. W. Sloat of Army Engrs. re present plan for drainage system east of mouth of Hood River (this re dredging and construction of hwy. fills in Columbia R. from Hood River $ to about one-half mile above Mosier

Acknowledged by _ _ _ _ _ Referred to _ _ H. G. Smith _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

_ _ _ _ _ _ _ _ _ Worn out _ _ _ _ _ _ _ _ _ _ _ _ _ NOTED

Assignment ~~executed~~ Ret[illegible] _ _ _ _ _ _ Report received W. C. WILLIAMS

Remarks: [illegible] -ared - 1-4-53
[illegible]
[illegible]

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
JUN 16 1951
FOR FILING

FI-174 (11)
FI-35-(4)
3532

June 15, 1951

Mr. C. C. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on June 11, 1951 on Contract No. 3532, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-174 (11) and FI-35 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:plc

RECEIVED
FOR FILING

FE 1744.
FI-35(4)
3532

June 14, 1951

District Engineer
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Dear Sir:

This is to advise you that the General Construction Company started dredging on the Westerly end of the Hood River-Mosier Section of the Columbia River Highway, on June 12, 1951.

This information is furnished you in accordance with the permit issued by the Corps of Engineers under date of March 13, 1951, your file NPP 800.6 (Columbia River-Fills)-4.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:EMP:sh

cc H. G. Smith

NPP 800.6([illegible]bia River-Fills)-4

DEPARTMENT OF THE ARMY

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings v. Chicago*, 188 U. S., 410.)

16—13166-2

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon
March 13, 1951.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Referring to written request dated October 2, 1950,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to dredge and construct highway fills
(Here describe the proposed structure or work.)

in Columbia River
(Here to be named the river, harbor, or waterway concerned.)

at Hood River, Oregon, and extending upstream to approximately 0.5 mile
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)
upstream (easterly) from Mosier, Oregon,

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings: give file number or other definite identification marks.)
"NPP 800.6(Col.R.-Fills)-4/1", "-4/2", "-4/3", "-4/4", "-4/5",

subject to the following conditions:

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, Whitehall Building, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

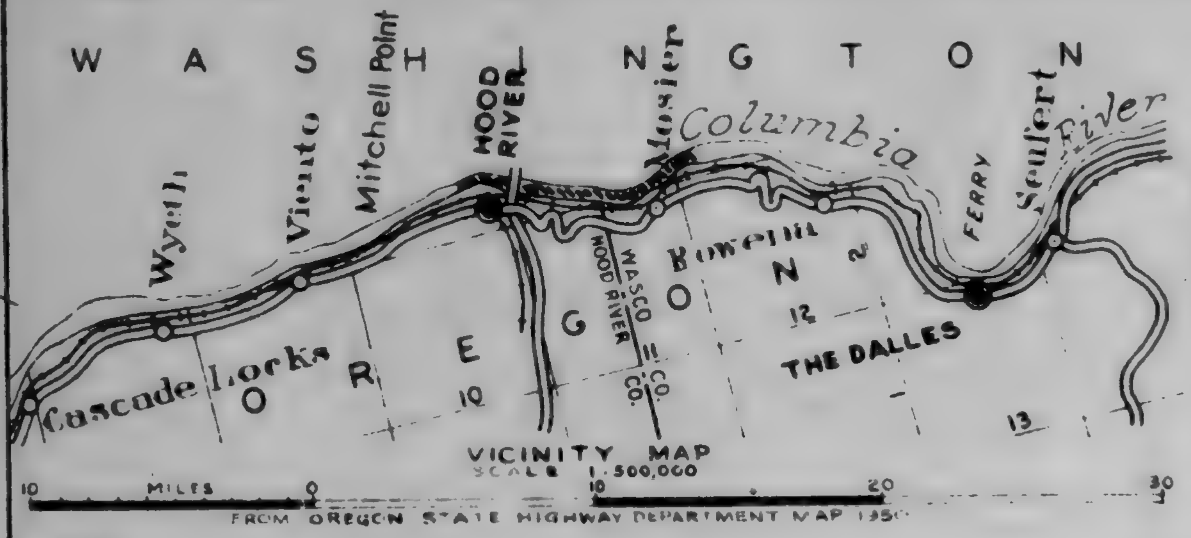
(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1954, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

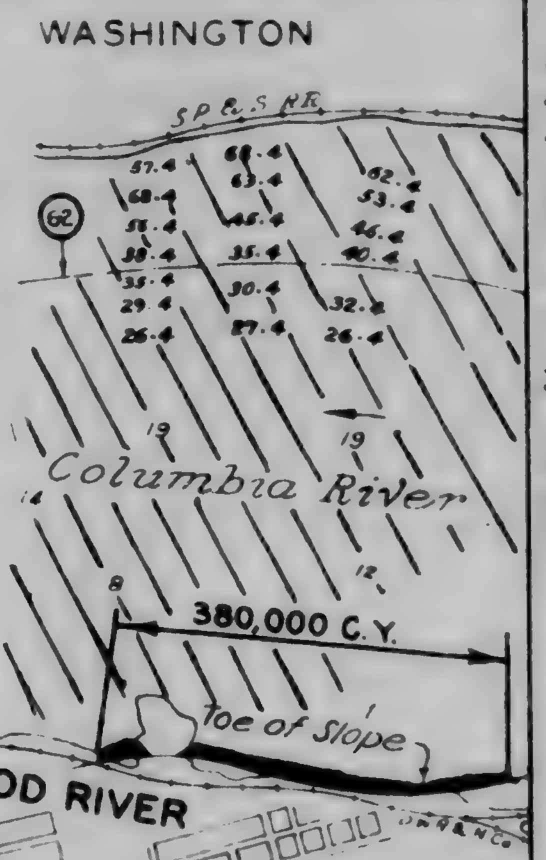
D. S. Burns,
Colonel, Corps of Engineers,
District Engineer.

By: T. W. Ragsdale
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

U. S. GOVERNMENT PRINTING OFFICE 16—13166-3



VICINITY MAP
SCALE 1:500,000
FROM OREGON STATE HIGHWAY DEPARTMENT MAP 1950



NOTE:
River Plan reduced from U.S.E.D., Plan of Columbia River from mouth of Willamette River to The Dalles, Survey 1935.
Soundings are in feet and tenths and show depth at Normal Pool Level, Elev. 72.0 above M.S.L.
Center Line of Proposed Channel thus: ———————
Distance in miles above Interstate Bridge, Vancouver, Washington, Shown thus: ⑮⟶

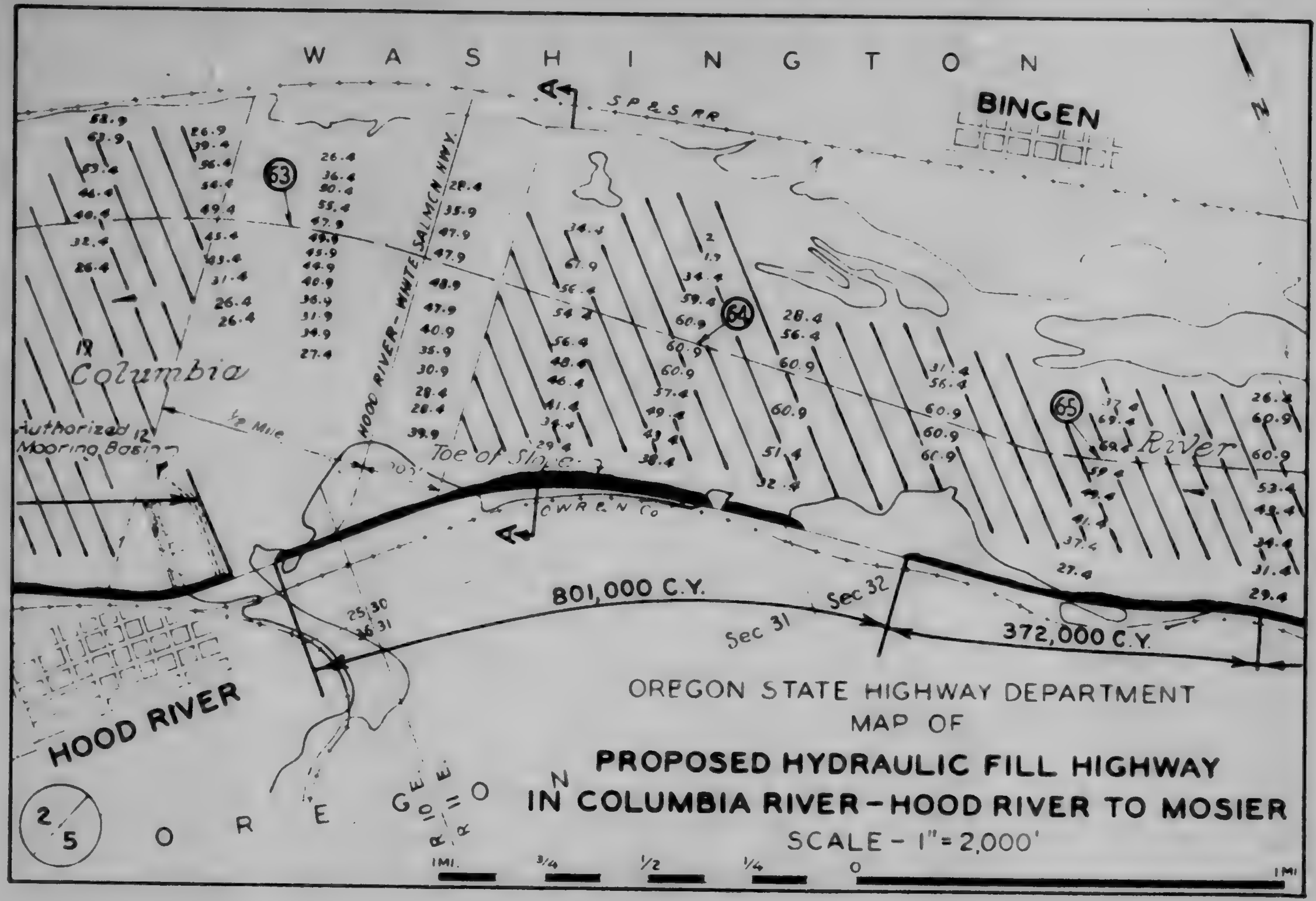
Total Hydraulic Embankment = 3,979,000 Cu.Yds.

OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER – HOOD RIVER TO MOSIER
SCALE – 1" = 2,000'

1MI. 3/4 1/2 1/4 0 1MI.

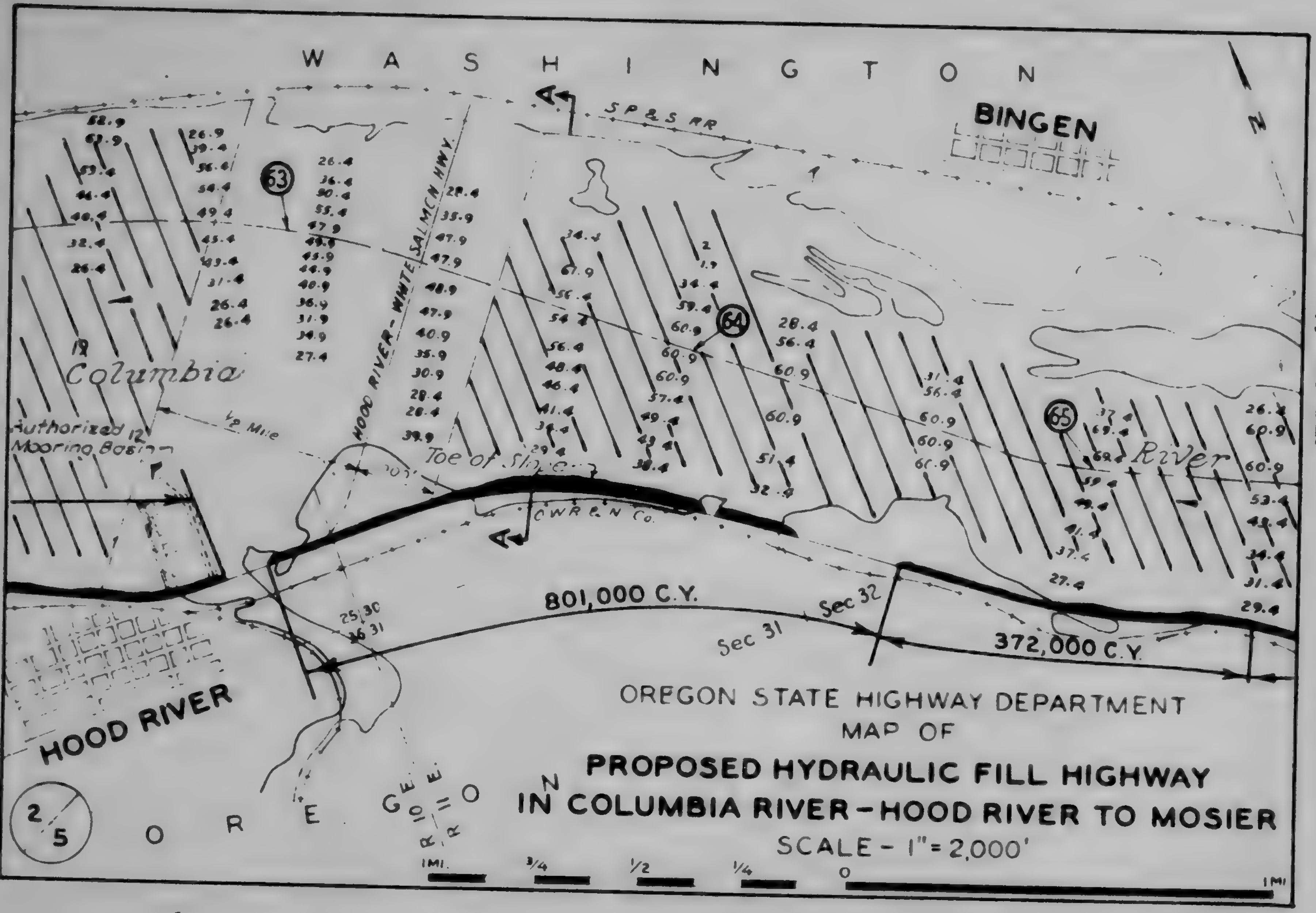
1/5

NPP 800.6(Col.R.-Fills)-4/1



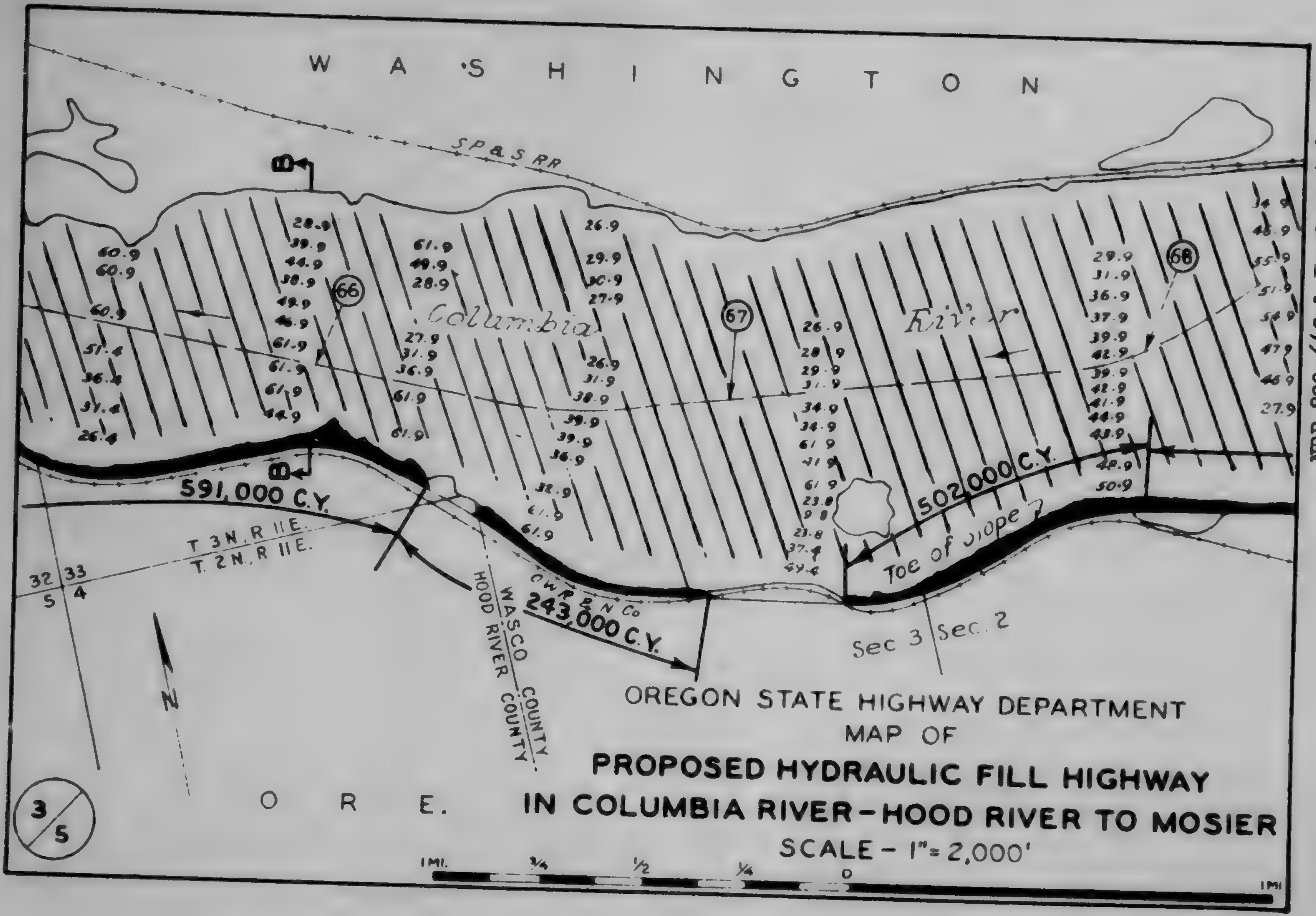
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'

NPP 800.6(Col.R.-Fills)-4/2



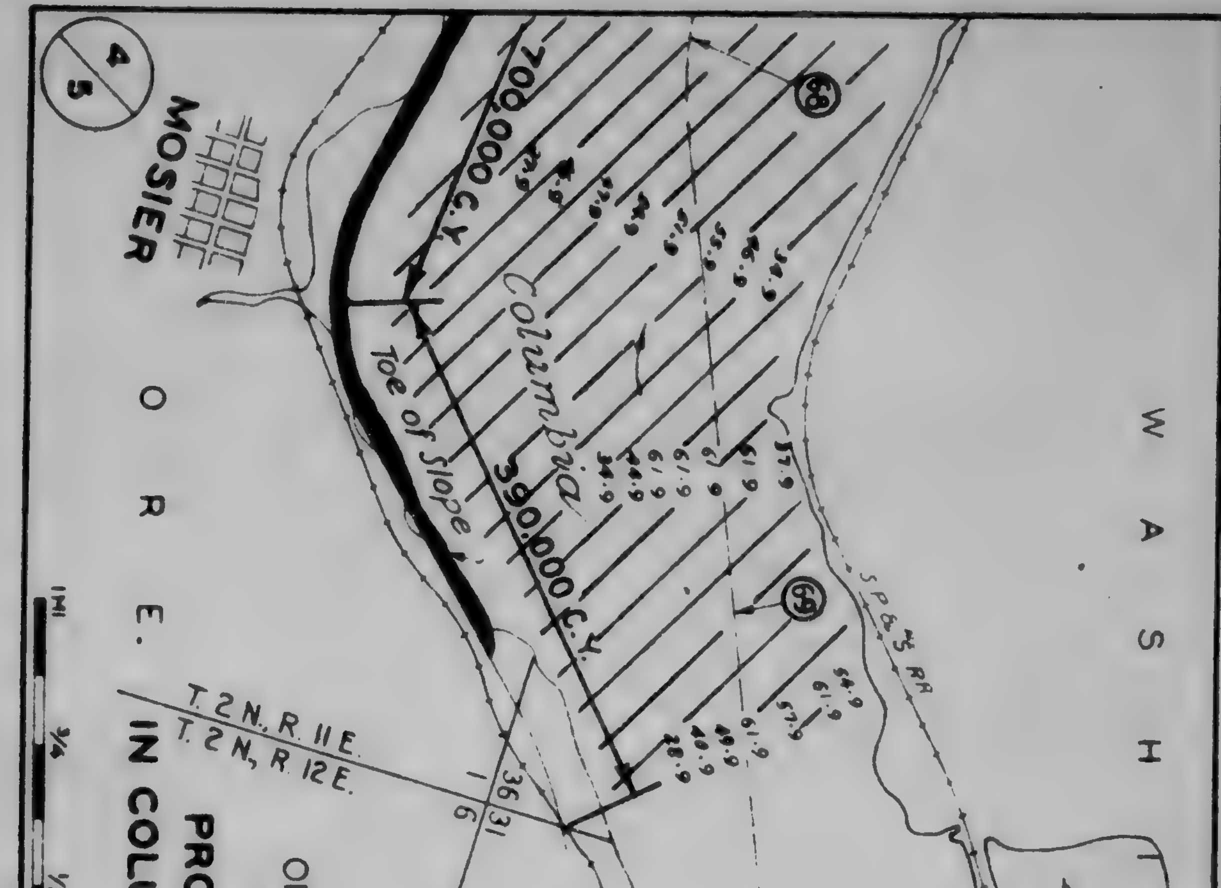
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'

NPP 800.6(Col.R.-Fills)-4/2



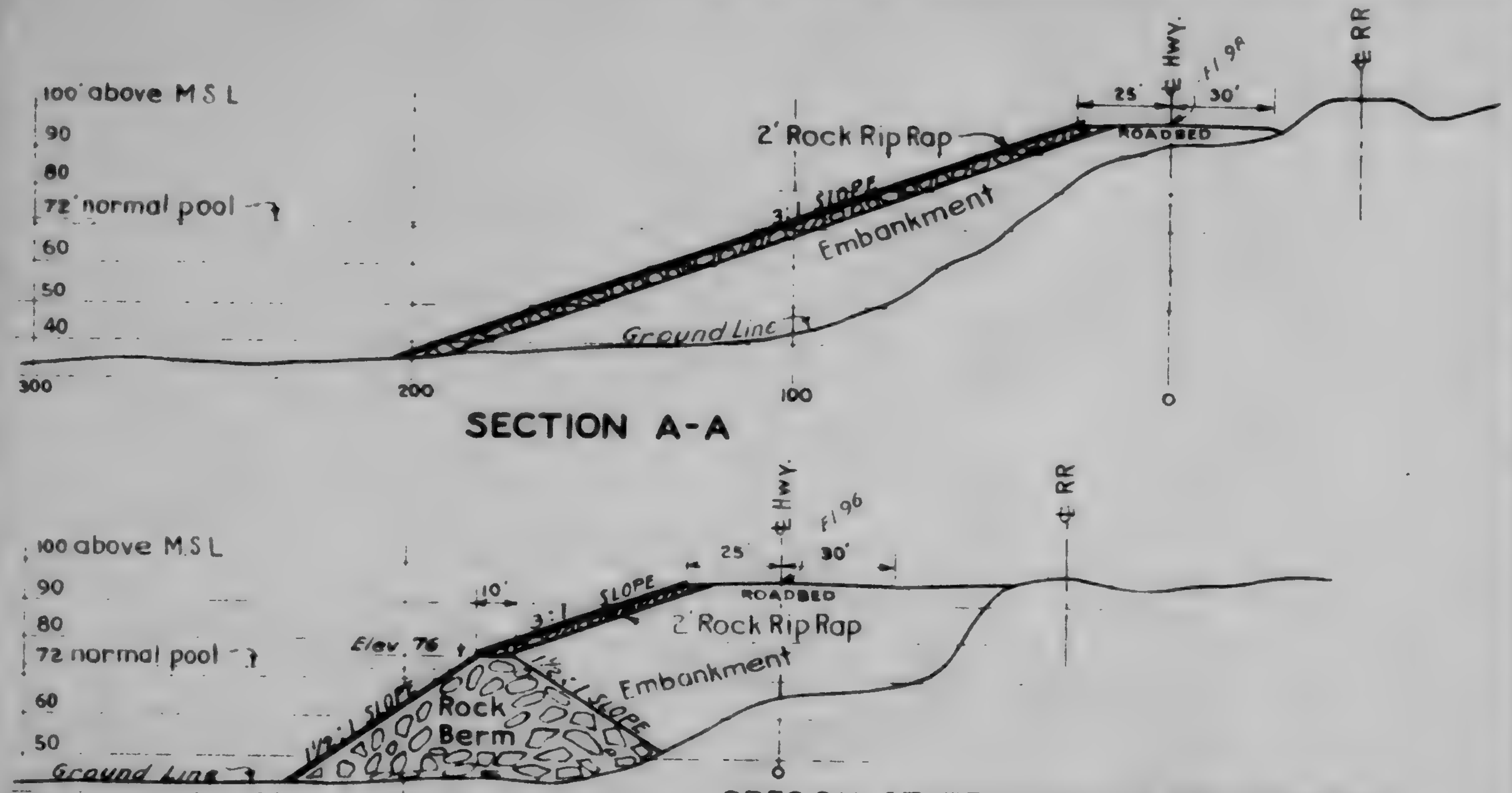
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY IN COLUMBIA RIVER – HOOD RIVER TO MOSIER
SCALE – 1" = 2,000'

NPP 800.6(Col.R.-Fills)-4/3



OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'

NPP 800.6(Col.R.-Fills)-4/4



OREGON STATE HIGHWAY DEPARTMENT
TYPICAL SECTION

PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER – HOOD RIVER TO MOSIER
SCALE – 1" 50'

5/5

NPP 800.6(Col.R.-Fills)-1.5

RECEIVED
[illegible] 1951
FOR FILING

FI-174 (1-1)
FI-35(10)
3532

June 7, 1951

General Construction Company
4850 N. W. Front Street
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3532 for work on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco counties. This award was based on your low bid of $1,074,350.00

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

5+C

ESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

AGENDA
JUL 16 1951

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 7, 1951
4:30 p.m.

General Construction Company
4850 N. W. Front Street
Portland, Oregon

State Highway Commission awarded you today contract for Hood River-Mosier Section of Columbia River Highway, Hood River and Wasco Counties, based on your low bid submitted April 12, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files ✓

S+C

RECEIVED
FOR FILING

[illegible]
[illegible]
55-2

UNION PACIFIC RAILROAD COMPANY
OMAHA 2, NEBRASKA

A. J. SEITZ,
EXECUTIVE VICE PRESIDENT

June 7, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Reference is made to telephone conversation between Mr. Baldock and Mr. Stoddard's office, June 6, and Mr. Lynch's telegram of June 7, concerning request of the State Highway Commission for easement across the property of the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, in connection with highway changes through the Columbia River Gorge, specifically referred to as "Hood River-Mosier Section":

You are advised that the formal instrument granting easements as requested is in the process of preparation and execution and is in accordance with the document dated June 1, 1951, executed by the State Highway Commission of Oregon and illustrated on map entitled "Oregon State Highway Department Map showing encroachments on O-WR&NCo. property, Hood River-Mosier Section, Columbia River Highway - Drawing No. 7 B-4-19".

The instrument, containing provisions now agreed upon by the representatives of the State Highway Commission and the Railroad, will provide that the work to be performed will be without expense to the Railroad Company and will not interfere with or delay railroad operations over the tracks of the Railroad Company except as authorized by the Railroad. It will be necessary for the contractor to make arrangements concerning its operations, as have been outlined in previous correspondence. The instrument will also provide for proper indemnification of the Railroad, as has previously been set forth in the submitted document. It is understood that the contract by which this work will be performed contains provisions to effectuate the foregoing and that all contracts between the State and its contractor or subcontractors will conform with the provisions of the June 1, 1951, agreement.

Conditioned upon the foregoing and pending the delivery of the formal agreement and subsequent grants of easement, and subject to the same terms and conditions as will be contained therein, permission is hereby granted the Oregon State Highway Commission, its contractors or subcontractors to enter upon the premises as herein referred to and indicated on print previously identified, for the purpose of accomplishing the construction of highway relocation.

Yours very truly,

A. J. Seitz

RECEIVED
JUN 11 1951
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

[illegible]

[illegible]

June 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today advising that all rights of entry have been obtained for Oregon Project FI-174(11), Hood River-Mosier Section of the Columbia River Highway, we hereby concur as of this date in award of contract to General Construction Company of Portland, who submitted the low bid for this project at the bid opening of April 12, 1951.

Our concurrence in award is subject to the condition that not more than 25,000 pounds of steel will be used in the work to be done if the use of a greater amount is in conflict with Federal regulations and further, that cutback of steel quantities, if necessary, will be accomplished by substitution of reinforced concrete culvert pipe, delivered to the site by the manufacturer as a finished product, for the bid items of corrugated metal pipe at no additional cost to the Government.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today advising that all rights of entry have been obtained for Oregon Project FI-35(4), Hood River-Mosier Section of the Columbia River Highway, we hereby concur as of this date in award of contract to General Construction Company of Portland, who submitted the low bid for this project at the bid opening of April 12, 1951.

Our concurrence in award is subject to the condition that not more than 25,000 pounds of steel will be used in the work to be done if the use of a greater amount is in conflict with Federal regulations and further, that cutback of steel quantities, if necessary, will be accomplished by substitution of reinforced concrete culvert pipe, delivered to the site by the manufacturer as a finished product, for the bid items of corrugated metal pipe at no additional cost to the Government.

Very truly yours,

[illegible]
[illegible]

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 7, 1951

MR. C. G. POLK
ACTING DISTRICT ENGINEER
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
233 S. W. 6th AVENUE
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY CONTRACT FOR HOOD RIVER-MOSIER HYDRAULIC DREDGING PROJECT TO GENERAL CONSTRUCTION CO. OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

W. C. WILLIAMS

RECEIVED
FOR FILING

FI-174(11)
35(4)
[illegible]

June 6, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In contemplation of our being able, shortly, to request your concurrence in the award of contract for the Hood River-Mosier Embankment Project, Projects FI-174 (11) and FI-35 (4), we now advise you that the award of that contract will be made with the understanding that not more than 25,000 pounds of steel will be used in the work to be done if the use of a greater amount is in conflict with regulations of the National Production Administration or other federal government controls, as is now thought to be the case.

Cutback of the steel quantities, if necessary, is proposed to be accomplished by substitution of reinforced concrete pipe for such amount of corrugated iron pipe as may be necessary to accomplish the purpose.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
— 1951
FOR FILING

FI - 114(1)
FI - 35(4)
3532

June 1, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Co.
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The State Highway Commission has executed agreements covering encroachments on Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company property between Hood River and Mosier, and these agreements, together with necessary exhibits, are being delivered by messenger, this date, to your office.

It is our understanding that local officials of the Union Pacific Railroad Company have authority to grant immediate permit of entry to the Oregon State Highway Commission for this section as was done on the rock toe wall portion of the same section.

In conformance therewith, we respectfully request that you grant immediate permit of entry on the basis of the executed agreement, which agreement shall be subject to such changes as may be required upon execution by your higher authority.

The contractor will not be permitted entry upon railroad property until the necessary insurance specified in the agreement has been furnished and approved by the Railroad Company.

It is of extreme necessity to the Highway Commission that this contract be awarded without further delay, and we, therefore, ask that you issue to us the permit of entry as of the date of June 4.

Very truly yours,

Copy - in FI - 35(3)
#3507

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me er

RECEIVED
JUN 4 - 1951
FOR FILING
FI-174 (11)
35 (4)
[illegible]

June 1, 1951

Mr. C. C. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We expect to receive permit of entry from the Union Pacific Railroad Company the first of next week on its property on the Hood River-Mosier Section, Oregon Projects FI-35 (4) and FI-174 (11). We desire to award the contract immediately upon receiving permit of entry from the Railroad Company, which clearance we expect by the early part of next week.

The plans on which bids were called provide for use of corrugated metal pipe. We now deem it advisable to substitute concrete pipe for the corrugated metal pipe. The substitution of concrete pipe is satisfactory to the low bidder, and he will enter into an agreement providing for the change of plans. The cost of the concrete pipe will be slightly more than corrugated metal pipe, but the State will not ask reimbursement from the Bureau of Public Roads for any amount in excess of the prices bid on corrugated metal pipe.

We urgently recommend your concurrence in award of this contract when we receive clearance by the Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me er

RECEIVED
[illegible] 1951
FOR FILING
OREGON DIS

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

[illegible]

May 15, 1951

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information this office has requested authority from higher levels to concur in award of Projects FI-35(4) and FI-174(11), Columbia River Highway, when requested to do so by the State, subject to the condition that such action will not involve any payment of Federal aid funds until or unless authority to begin construction is secured as required by NPA Order M-4 as amended May 3, 1951.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED

FOR FILING

F.I. 174 (11)

[illegible] (4)

2572

March 30, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to confirm oral statement made to you to the effect that the $48,000 of federal aid funds requested for Project FI-174 (11). on the Hood River-Mosier Section of the Columbia River Highway is the maximum of federal aid to be claimed on that project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:cw

EIVED
MAR 30 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 28, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-174(11), Hood River-Mosier Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending execution of an agreement with the Union Pacific Railroad covering encroachments on their right of way.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please submit the usual copies of an encroachment resolution from the City of Hood River prior to submission of the project agreement estimate.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
[illegible]

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 28, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Program changes submitted for Columbia River Highway Projects FI 35(4) and FI 174(11) were approved by our Washington Office effective March 27. These approvals were made with the understanding that concurrence in award of contracts may not be made until a request has been submitted to and approved by our Washington Office for either increasing federal participation to the full prorata or that you advise that the amounts requested are firm commitments.

This condition was foreseen and discussed with Mr. Williams yesterday over the phone. In accordance with verbal agreement made with Mr. Williams it is requested that you advise us by separate letters in four copies each, that the federal funds requested are firm commitments.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

EIVED
MAR 20
FOR FILING

March 16, 1951

F-174([illegible])

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

As the hydraulic dredge contract on the Hood River-Mosier Section, Projects FI-35 (4) and FI-174 (11), is expected to involve a cost very materially greater than the total of the amounts shown in the approved program, we are sending herewith required requests for program changes.

If it is necessary that you have assurance that the amounts of federal aid to be claimed in connection with these projects will not exceed the amounts shown in the requests, this letter may be considered to constitute such assurance.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHF:gm

RECEIVED
APR [illegible] - 1951
FOR FILING

FI-174(11)
35 (4)
[illegible]

March 30, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to confirm oral statement made to you to the effect that the $550,000 of federal aid funds requested for Project FI-35 (4) on the Hood River-Mosier Section of the Columbia River Highway is the maximum of federal aid to be claimed on that project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:cw

EIVED

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 28, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-35(4), Hood River-Mosier Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending execution of an agreement with the Union Pacific Railroad covering encroachments on their right of way.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

ED
MAR [illegible] 1951
FOR FILING

FI-35(4)

March 16, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

As the hydraulic dredge contract on the Hood River-Mosier Section, Projects FI-35 (4) and FI-174 (11), is expected to involve a cost very materially greater than the total of the amounts shown in the approved program, we are sending herewith required requests for program changes.

If it is necessary that you have assurance that the amounts of federal aid to be claimed in connection with these projects will not exceed the amounts shown in the requests, this letter may be considered to constitute such assurance.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SH:gm

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APR 2 - 1951
FOR FILING

FORM E-30 25M 5-50 40300

[illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 30, 1951

SUBJECT:

To: Mr. R. H. Baldock

In connection with the attached telegram, Mr. Althof called me by telephone and advised that they were making arrangements to grant us a very early permit of entry for the section covering the rock toe wall embankment for which bids were received at a previous letting. We should have this permit of entry within a few days.

They will process plans for the balance of the Hood River-Mosier Section and hope to be able to give us a permit of entry for the balance which will be necessary for the hydraulic fill work within a reasonable time. The contacts with Omaha seem to have borne excellent results.

W. C. Williams

WCW:hi
Attach.

State Highway Engineer

CEIVED
FOR FILING

NOTED
W. C. WILLIAMS

DW OMAHA 30
F33 R H BALDOCK STATE HIWAY ENGINEER OREGON STATE COMMISSION SALEM
YOUR LETTER 22ND RELATIVE TO ENTRY PERMIT HOODRIVER TO MOSIER SECTION. I WILL BE OFF THE PROPERTY FOR A COUPLE OF WEEKS, AND, THEREFORE, RESPECTIFULLY REQUEST YOU PROGRESS THIS MATTER THROUGH MY GENERAL MANAGER MR L A COLLINS AT PORTLAND
P J LYNCH UPRR

REFERRED TO
W. C. Williams
By State Highway

RECEIVED
APR 3 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
[illegible]
343

March 20, 1951

Mr. John S. Baily
Property Agent
Pacific Power & Light Company
Public Service Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 9 requesting a map showing the proposed new section of the highway between Hood River and Mosier.

I am attaching hereto photostatic copies of the plans showing the areas from which dredging material will be taken and also the relation of the new highway to such areas.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith
Enclosure

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

March 9, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

With reference to the proposed new section of State Highway between Hood River and Mosier, we have been requested to furnish estimates to provide electric service to contractors who plan to bid on this job. In order to aid us in preparing such estimates we shall appreciate it if you can furnish us with a map showing this section of the proposed highway and also showing the location of sand bars in the Columbia River from which fill material will be taken.

Please forward the map and invoice covering the same to the undersigned.

Yours very truly,

John S. Baily

John S. Baily
Property Agent

JSB:me

RECEIVED
FOR FILING
FORM E-30X 25M 8-50 42289

11 1946

3 [illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1951

SUBJECT:

To:

Mr. W. E. Chandler
Division Engineer
State Highway Department
1290 Wall Street
Bend, Oregon

Dear Sir:

I hand you herewith two copies of the permit granted by the War Department for dredging between Hood River and Mosier.

Your attention is called particularly to the last paragraph of Mr. Ragsdale's letter pertaining to notification to the War Department of commencement, suspension, resumption and completion of work. Please see that these regulations are complied with.

Should you wish additional copies of the permit, the negatives are on file in this office, and we can provide as many copies as desired.

Very truly yours,

H. G. Smith
Construction Engineer

By:
Edwin A. Pease
Construction Office Engineer

EAP:es
cc: W. C. Williams
A. V. Benedict
Enclosure

FOR FILINC

Salem, Oregon
March 15, 1951

Mr. H. G. Smith

I hand you herewith the original and only copy of the permit granted by the War Department for dredging between Hood River and Mosier. I would suggest that you have photostatic copies of this permit made, so that copies may be furnished to the Division Engineer, the Resident Engineer, the contractor, your own files, and any other that you may deem necessary.

Please return the original permit, with the attached letter, for filing.

W. C. Williams

WCW:ms

Encl.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

March 13, 1951

REFER TO FILE
NO. NPP 800.6(Col.R.-Fills)-4

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

There is inclosed the permit requested in your application of October 2, 1950.

The instrument authorizes dredging and the construction of highway fills in Columbia River from Hood River to about 1/2 mile above Mosier, Oregon, in accordance with the approved plans shown on the prints which are attached to and made a part of the authorization.

The permit is being issued at this time in view of the oral agreement by Mr. W. C. Williams, that no work will be done which will in any way effect the efficiency of the present pumping plant and drainage system located in the small drainage area just east of the mouth of Hood River, until the arrangements have been made and the new drainage system installed as may be agreed to with this office.

In accordance with the desires of the Port of Hood River, the plans have been revised to show no dredging to be done within 1000 feet upstream and 1/2 mile downstream from the Hood River-White Salmon highway bridge.

If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

For the District Engineer:

Very truly yours,

T W Ragsdale

T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

1 Incl.:
Permit,
March 13, 1951.

NPP 800.6(Columbia River-Fills)-4

DEPARTMENT OF THE ARMY

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.)

16—13168-2

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon
March 13, 1951.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Referring to written request dated October 2, 1950,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

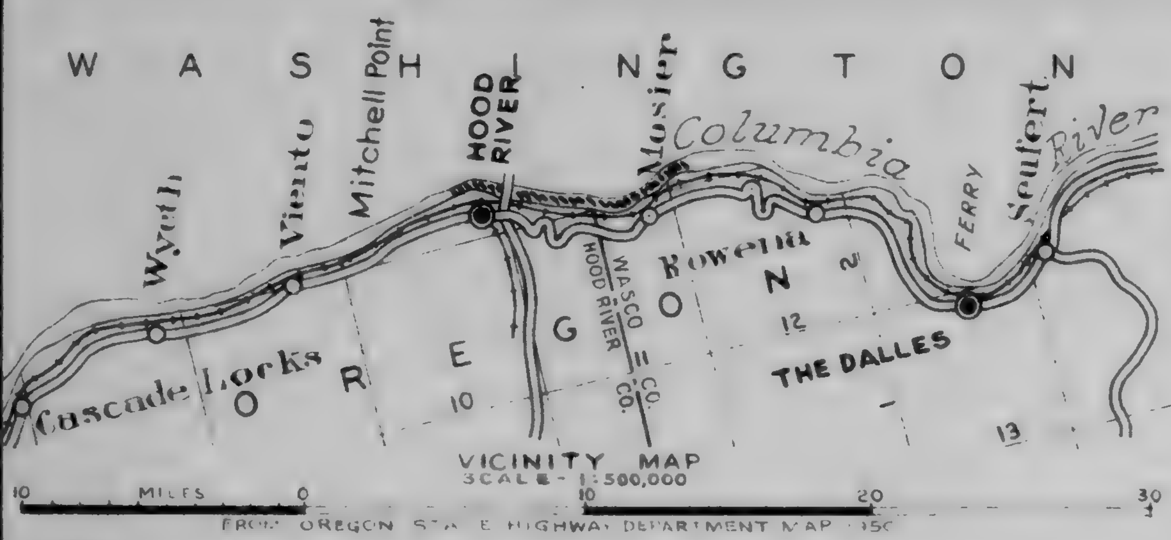
to dredge and construct highway fills
(Here describe the proposed structure or work.)

in Columbia River
(Here to be named the river, harbor, or waterway concerned.)

at Hood River, Oregon, and extending upstream to approximately 0.5 mile
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)
upstream (easterly) from Mosier, Oregon,

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)
"NPP 800.6(Col.R.-Fills)-4/1", "-4/2", "-4/3", "-4/4", "-4/5",

subject to the following conditions:



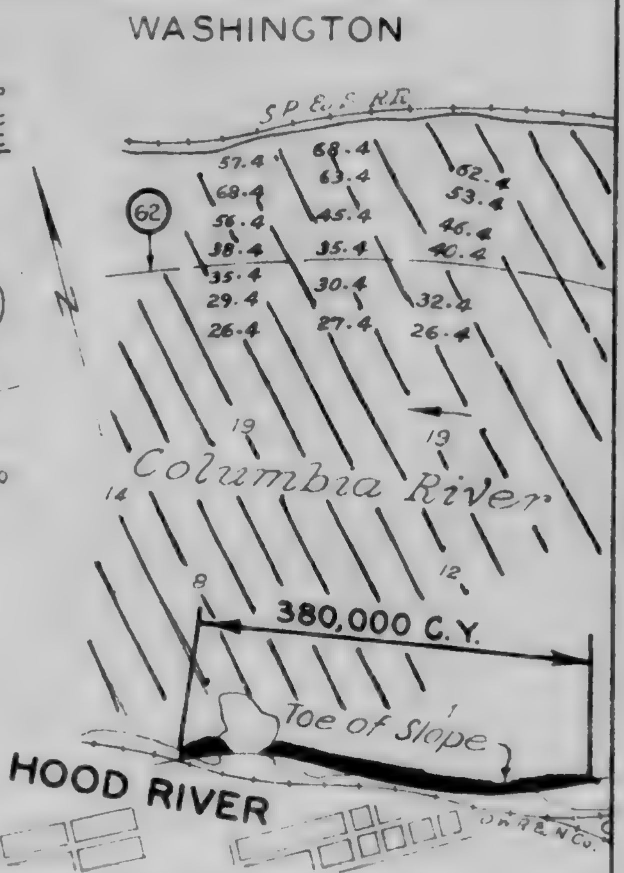
NOTE:

River Plan reduced from U.S.E.D., Plan of Columbia River from mouth of Willamette River to The Dalles, Survey 1935. Soundings are in feet and tenths and show depth at Normal Pool Level, Elev. 72.0 above M.S.L.

Center Line of Proposed Channel thus: — — — —

Distance in miles above Interstate Bridge, Vancouver, Washington, Shown thus: ⑮⟶

Total Hydraulic Embankment = 3,979,000 Cu.Yds.



OREGON STATE HIGHWAY DEPARTMENT

MAP OF

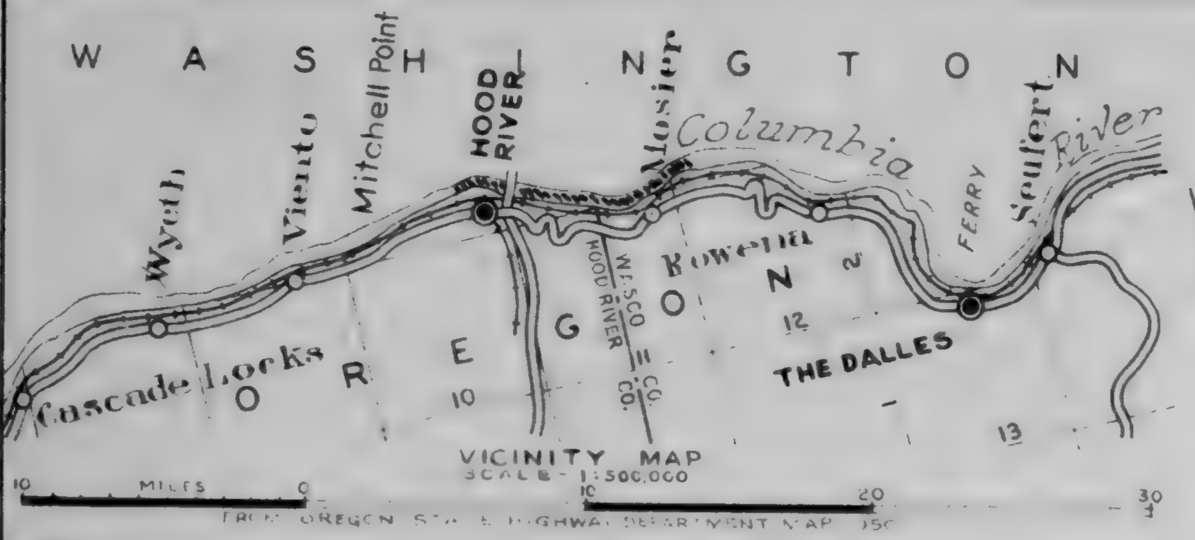
PROPOSED HYDRAULIC FILL HIGHWAY IN COLUMBIA RIVER–HOOD RIVER TO MOSIER

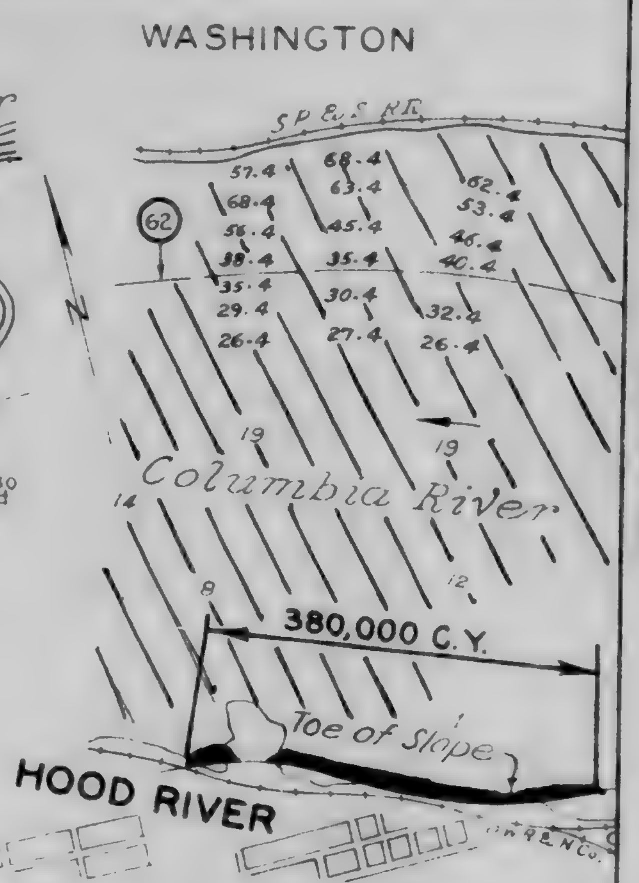
SCALE - 1" = 2,000'

1 MI. 3/4 1/2 1/4 0 1 MI.

1/5

NPP 800.6(Col.R.-Fills)-4/1





NOTE:

River Plan reduced from U.S.E.D., Plan of Columbia River from mouth of Willamette River to The Dalles, Survey 1935.
Soundings are in feet and tenths and show depth at Normal Pool Level, Elev. 72.0 above M.S.L.
Center Line of Proposed Channel thus: ——
Distance in miles above Interstate Bridge, Vancouver, Washington, Shown thus: ⑮→

Total Hydraulic Embankment = 3,979,000 Cu.Yds.

OREGON STATE HIGHWAY DEPARTMENT
MAP OF

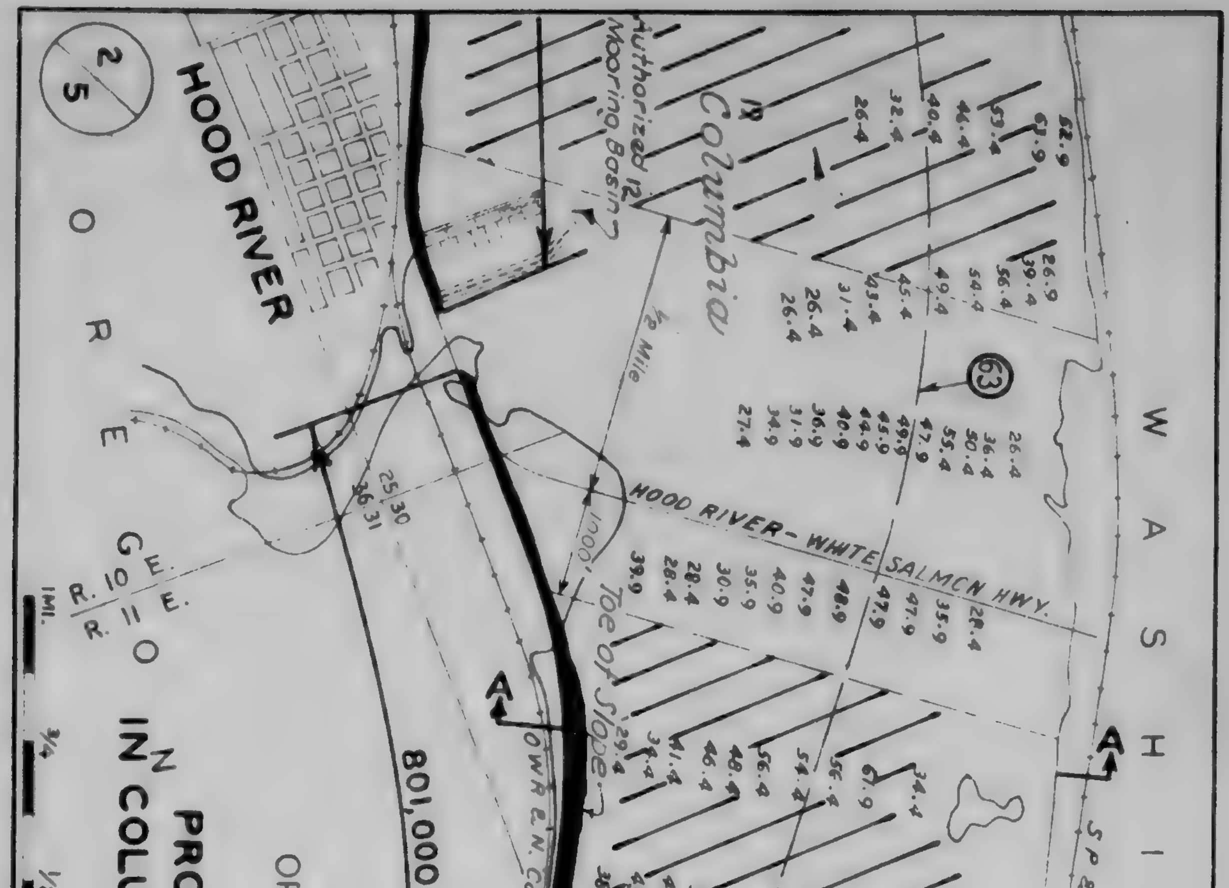
**PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER – HOOD RIVER TO MOSIER**

SCALE – 1" = 2,000'

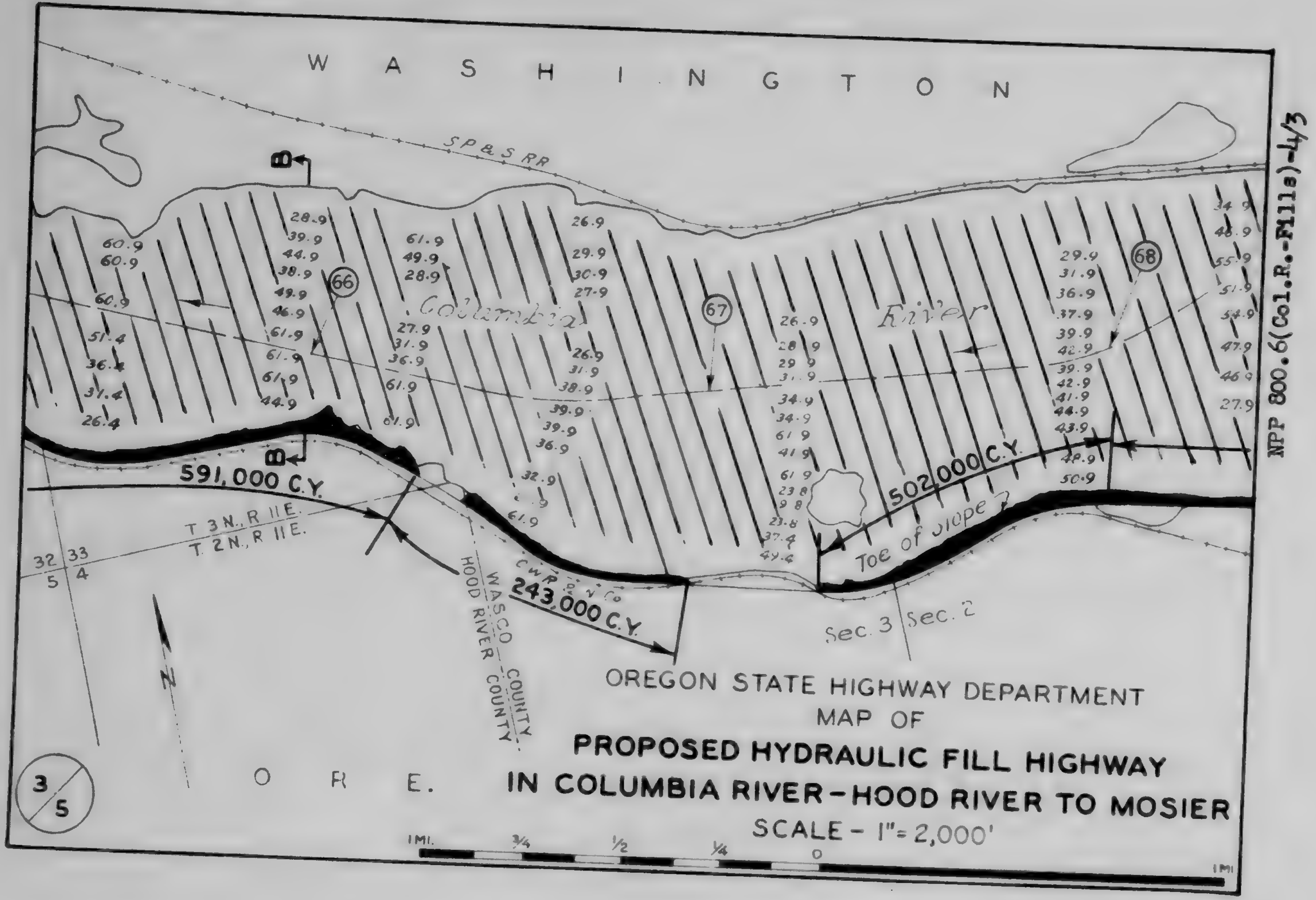
1 MI. 3/4 1/2 1/4 0 1 MI.

1/5

NPP 800.6(Col.R.-Fills)-4/1

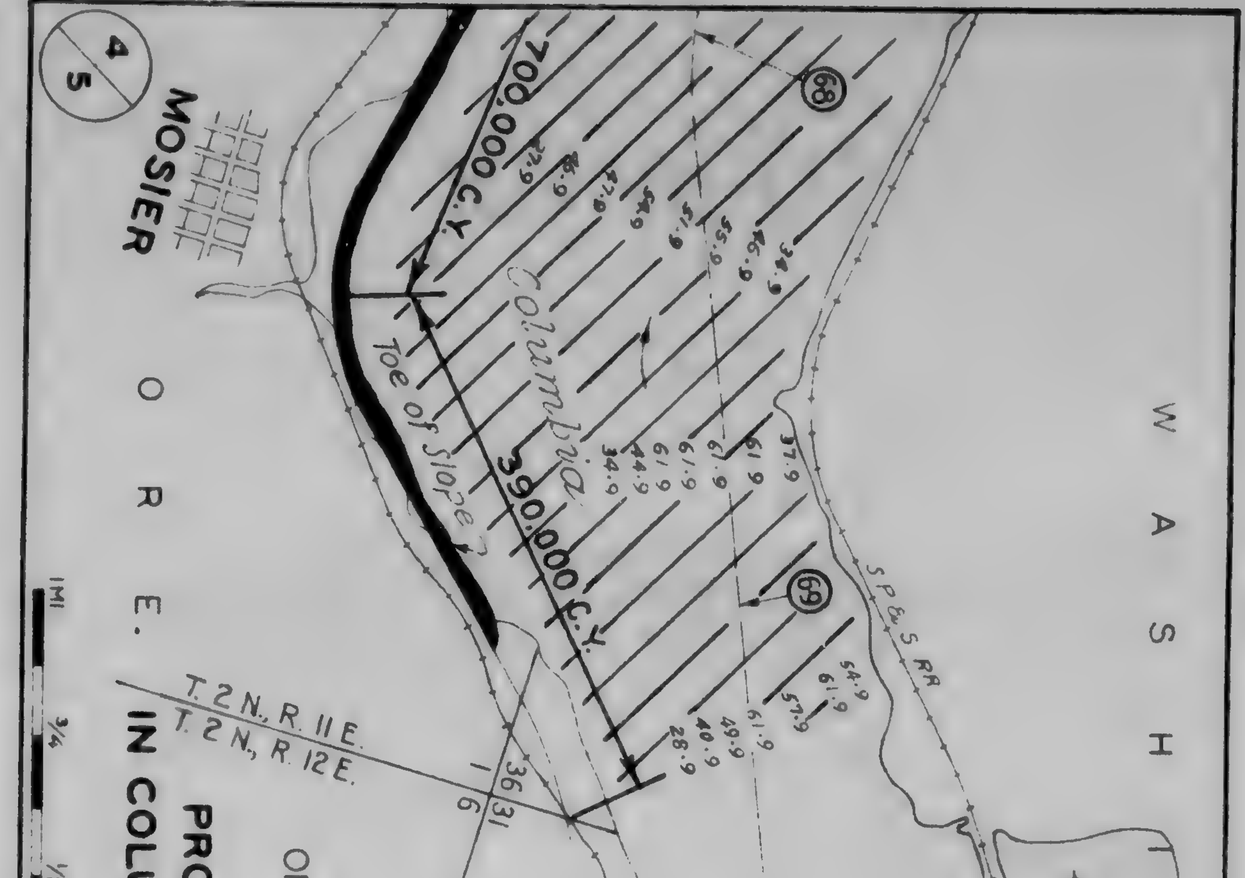


NPP 800.6(Col.R.-Fills)-4/2



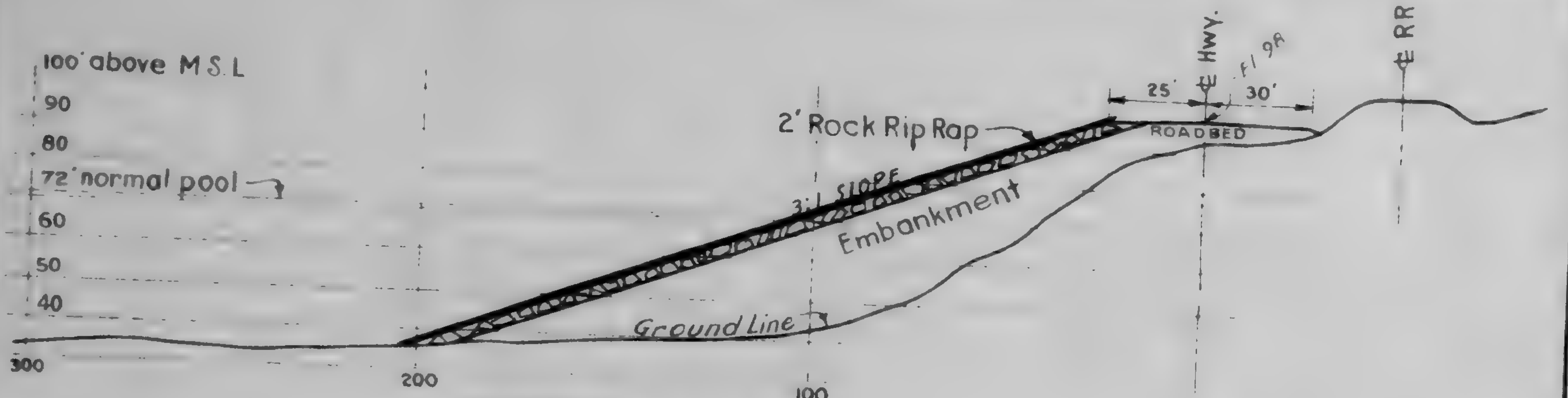
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER-HOOD RIVER TO MOSIER
SCALE - 1"= 2,000'

NPP 800.6(Col.R.-Fills)-4/3

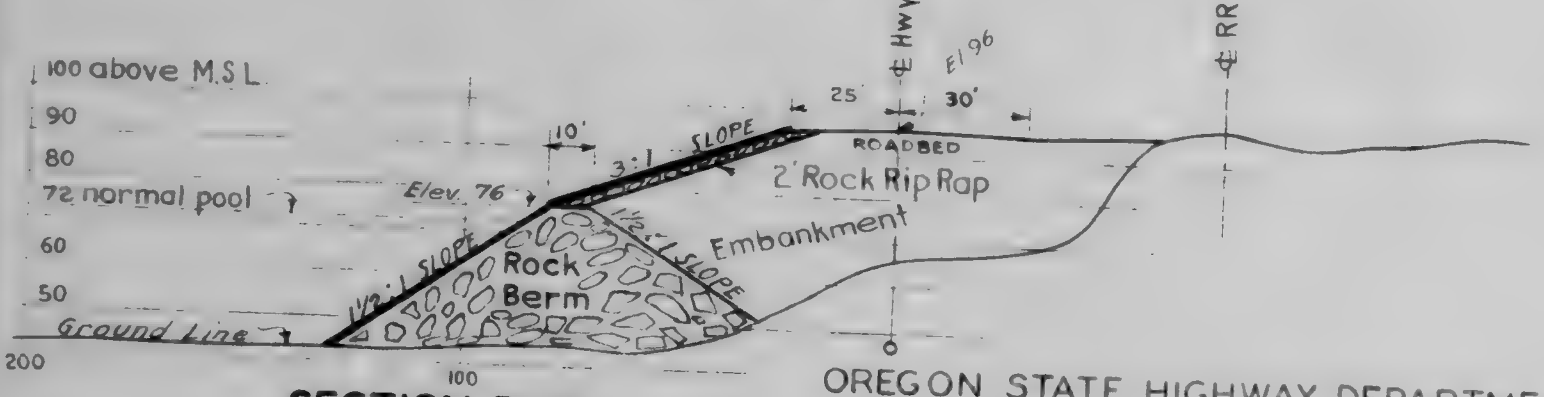


OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'

NPP 800.6(Col.R.-Fills)-4/4



SECTION A-A



SECTION B-B

5/5

OREGON STATE HIGHWAY DEPARTMENT
TYPICAL SECTION

PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER-HOOD RIVER TO MOSIER

SCALE - 1" 50'

NPP 800.6(Col.R.-Fills)-4/5

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, Whitehall Building, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1954, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

D. S. Burns,
Colonel, Corps of Engineers,
District Engineer.

By: T W Ragsdale
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.

U. S. GOVERNMENT PRINTING OFFICE 16—13168-3

RECEIVED
JAN 29 1951
FOR FILING

71-174 (11)

PORT OF HOOD RIVER COMMISSION
HOOD RIVER, OREGON

January 23,1951
P.O.Box 500

REFERRED TO
Mr. Williams

Oregon
State Highway Commission
Salem, Oregon

Attention: R.H.Baldock

Dear Sir:

At a meeting of the Port of Hood River commission last evening,the undersigned was instructed to write you giving their approval to the proposed dredging not less than 1000 feet up stream from the bridge nor less than 3000 feet down stream.

Letter has gone to Army Engineers office also.

Very truly yours,

J.L.Breckenridge
Port of Hood River Commission
By J.L.Breckenridge
Bridge Manager

RECEIVED
JAN 24 1951
OREGON
STATE HIGHWAY COMMISSION

CEIVED
FOR FILING

FORM E-30 25M 6-50 42266

[illegible]
[illegible]
Col R Hwy - Upper

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22nd, 1951

SUBJECT:

2354

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #2354, maps were submitted Friday to the District Engineer, Corps of Engineers, U. S. Army, Portland, Oregon, showing our proposed revision in the pump house east of Hood River, mentioned in Mr. Ragsdale's letter of December 8th.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

ECEIVED
30 1951
FOR FILING

January 19, 1951

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Attached is a vicinity map of our traffic interchange at the south end of the interstate bridge in Hood River, together with a plat showing the proposed alterations to your pump house. We propose to raise the walls of the pump house six feet and provide an entrance into the side of it, and to replace the broken 12-inch concrete pipe by an 18-inch pipe, for gravity drainage, and re-lay your six-inch steel pipe for pressure drainage.

These are merely tentative plans and it may be just as economical to move the pump house outside the roadbed area where there might be less disturbance due to settlement of the foundation from the weight of the fill.

We would appreciate your study of the proposed scheme and any suggestions you care to make.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

cc Mr. H. G. Smith

EIVED
2 6 1951
FOR FILING

Const
R/W
Col. River Hwy (upper)

PORT OF HOOD RIVER COMMISSION
HOOD RIVER, OREGON

January 18,1951

W.C.Williams
Assistant State Highway Engineer
~~628 Pittock~~ Block
Portland 5
Oregon

Dear Mr. Williams:

The undersigned has been informed by the new chairman, that no action has as yet been taken on your request for clearance on dredging proposal near the Hood River-White Salmon bridge.

A meeting is scheduled for next Monday, January 22nd. at which time the matter will come up for action.

Very truly yours,

J.L. Breckenridge
J.L.Breckenridge
Bridge Manager

RECEIVED
JAN 26 1951
OREGON
STATE HIGHWAY COMMISSION

EIVED
FOR FILING

January 15, 1951

Port of Hood River
Post Office Box 500
Hood River, Oregon

Attention: Mr. L. C. Sherwood, President

Gentlemen:

The application of the Oregon State Highway Commission for permission to dredge embankment materials from the bed of the Columbia River between Hood River and Mosier is held up pending your advice to the District Engineer as to dredging in the vicinity of the Hood River Bridge.

Mr. Baldock wrote you a letter under date of December 26 to the effect that highway plans had been revised so that no dredging would be done closer than 1,000 feet upstream from the bridge and approximately one-half mile downstream from the bridge. With this information, which we believe is ample for proper protection, may we not have your approval, addressed to the Army Engineers, for the contemplated dredging.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

cc The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Mr. H. O. Smith

RECEIVED
JAN 19 1951
FOR FILING

Const
KW
Columbia R Hwy (Upper)

January 15, 1951

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

In reply to your letter of January 12, NPP 800.6 (Columbia River Fills)-4, I wish to advise that your pump house, which drains the area just east of Hood River, is not under our roadbed proper but merely comes under the shoulder. The closest corner is 15 feet from our highway center line.

We intend to raise the walls of the pump house to the elevation of the roadway, with a full size manhole cover to permit entrance, or to place a concrete slab over the top, slightly below the shoulder elevation, with a door in the side. We think the latter would be more satisfactory, since access could be had to the pump without working from the shoulder of the roadbed.

The outfall pipe from the pump originally passed underneath the dike but was crushed due to the weight of the dike and now passes over the dike. It appears to us that it would be better to replace the original pipe so that drainage would be by gravity during a considerable portion of the year.

If you will send us a print showing the reinforcement in the box housing the pump, we will prepare a new design for your approval, showing the enlargement of the box.

We are writing the Port of Hood River today, requesting that it approve the limits for dredging in the vicinity of the bridge which we propose.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

January 12, 1951

REFER TO FILE
NO. NPP 800.6(Col.R.-Fills)-4

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to your application for a permit to dredge and construct a highway fill in Columbia River between Hood River and Mosier.

Your letter of December 22, 1950, advised that you were desirous to contract a portion of the work at an early date. It appears, however, that this office has not received a reply to our letter of December 8, concerning the effect of the proposed fill on the pumphouse and drainage area just east of the mouth of Hood River. It appears also that the fill will encroach on a small piece of United States real property at this location.

Referring to your letter of December 22, in which you state that you are agreeable to dredging no closer than 1000 feet upstream from the bridge, and one-half mile downstream, this information was forwarded to the Port of Hood River under date of December 28, with the request that the Port advise this office if this conforms with their views. To date no reply has been received. Perhaps a letter from your office direct to the Port will bring forth a reply to our letter.

You are assured this office will endeavor to expedite issuance of the authorization, but these matters must be concluded prior thereto.

For the District Engineer:

Very truly yours,

Frank C Linton
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

CEIVED
RALPH A. TUDOR

FOR FILING

Persl
RAT
Col. River Hwy [illegible]

3346

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA
TELEPHONE YUKON 2-4387

January 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam:

This will acknowledge receipt of your letter of December 26th to Mr. L. C. Sherwood, President of the Port of Hood River, relative to the proposed dredging in the vicinity of the Hood River Bridge. While you can appreciate that I cannot guaranty that your revised plans will in no way hazard the bridge, I do feel that the clearances are adequate and have so advised the Port.

Best regards.

Sincerely yours,

Ralph A. Tudor

Ralph A. Tudor

RAT/fw

cc: Mr. L. C. Sherwood, President
Port of Hood River

VED
1951
R FILING

Const
R/W
Col. River Hwy (upper)

2346

January 3, 1951

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Your File: NPP 800.6
(Col. R.-Fills)-4

Dear Sir:

Reference is made to Mr. Ragsdale's letter of December 6 relative to a U. S. Coast Guard inquiry as to any rearrangement of navigation aids that might be necessary by reason of proposed highway embankment dredging between Hood River and Mosier.

You are advised that the only navigation aid known on this section is the Oswego light, which is approximately 220 feet north of Station 1390/36. This light is outside of all construction operations, but it may be necessary to take some precautionary measures to protect it during blasting operations. This matter we will take care of during construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

cc Coast Guard

FORM E-30 25M 8-50 42288

FI-1[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1950

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

In accordance with Record of Assignment No. 2346 WCW, we have had an investigation made of navigation aids in the vicinity of our proposed dredging project between Hood River and Mosier.

The only aid known on this section is the Wasco light which is approximately 220' left of Station 1390+36. This light is outside of all operations, but it may be necessary to arrange for a protection from blasting operations. This matter will be watched on the construction.

Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:es

RECEIVED
JAN 10 1951
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

December 26, 1950

REFER TO FILE
NO. NPP 800.6(Col.R.-Fills)-4

Port of Hood River Commission,
P.O. Box 500,
Hood River, Oregon.

Attention: Mr. L. C. Sherwood, President.

Gentlemen:

Acknowledgment is made to your letter of December 20, 1950, stating your views concerning dredging for the proposed new State highway fill in Columbia River, near the Hood River-White Salmon Highway Bridge.

Prior to the sale of the bridge to the Port of Hood River, the Oregon-Washington Bridge Company also advised this office of their views concerning the dredging and its probable effect on the bridge. Their views were passed on to the Oregon State Highway Commission and a letter, copy of which is inclosed, was received in reply.

It will be noted that the dredging as proposed in their letter would be substantially in accordance with your letter of December 20, but that they will make further field inspections and reply definitely at a later date.

Though the principal concern of the Department of the Army in the issuance of permits is the effect of the proposed work on navigation, this office endeavors to avoid any injury to private property. All permits for work in navigable waters of the United States, however, contain the following statement:

NOTED
W. C. WILLIAMS

> "Note.--It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. It merely expresses the assent of the Federal Government so far as concerns the Public Rights of Navigation. (See Cummings v. Chicago, 188 U. S., 410)."

In view of this statement it appears that the inclusion of the contingency requested in the final paragraph of your letter, that the Highway Commission assume full responsibility for any apparent damage to the bridge, caused by the dredging, for a period of ten years, would not conform to the policy of the Department of the Army.

It is believed that the Highway Commission will be cooperative and will make every effort to prevent damage to the bridge. It is suggested that the engineers for the port confer with the Highway Commission engineers and report their joint conclusions to this office in order that any restrictions agreed upon in dredging limits may be incorporated in the approved plans which will be attached to and form a part of the permit.

For the District Engineer:

Very truly yours,

D. S. Burns,
Colonel, Corps of Engineers,
District Engineer.

1 Incl.:
Cy ltr from Oreg State
Hwy Comm to Dist Engr,
December 15, 1950.

✓ cc: Oregon State Highway Commission,
Salem, Oregon.
Attention: Mr. W. C. Williams,
Assistant State Highway Engineer.

VED
1950
FOR FILING

December 26, 1950

Mr. L. G. Sherwood, President
Port of Hood River
Hood River, Oregon

Dear Sir:

Mr. Glaisyer has referred to me your letter of December 22, having reference to dredging in the Columbia River near the Hood River-White Salmon bridge.

We most certainly wish to consult with you whenever necessary to the end that the interests of the Port of Hood River and the State Highway Commission be mutually protected. Subsequent to your advice to the District Engineer at Portland, we have revised our plans for dredging in the vicinity of the Hood River bridge, and the present plans do not contemplate dredging closer than 1,000 feet upstream from the bridge and approximately one-half mile downstream from the bridge. We believe that your Consulting Engineer, Colonel Ralph Tudor, will concur that these distances will be more than ample for proper protection of the bridge piers.

Should you wish to consult us further in this matter, please advise us.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Col. Ralph Tudor
Mr. Chas. H. Reynolds
Mr. W. C. Williams
Mr. H. B. Glaisyer

2-5-1-2

FILING

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[illegible]

([illegible])

December 22, 1950

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

With further reference to the influence of our dredging on the foundation for the Hood River-White Salmon bridge, we have again checked over the material needed and will be willing to dredge no closer than 1,000 feet upstream from the bridge and one-half mile downstream from the bridge. We understand that Col. Tudor, who is consulting engineer for the Port of Hood River, feels that this distance will be more than ample.

We are very desirous to contract a portion of this work in the near future and are anxiously awaiting the issuance of the permit.

I enclose two copies of a sketch showing the area which we are willing be excluded from the dredging.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

ED

FOR FILING

December 22, 1950

L. G. Sherwood, President
Port of Hood River
Hood River, Oregon

Dear Mr. Sherwood:

I wish to acknowledge receipt of your letter of December 20 regarding dredging in the Columbia River near the Hood River-White Salmon Bridge. I am referring it to the State Highway Engineer for report to the State Highway Commission. When the Commission has acted upon it, I shall inform you further.

In the second paragraph of your letter you state that any member of the Port Commission or yourself will be glad to meet with the Highway Commission at any time to discuss the project, and you particularly mention your desire to meet with Mr. Charles H. Reynolds, State Highway Commissioner from La Grande. The Highway Commission is always willing to grant hearings on highway subjects and I am sure will be pleased to confer with you and your group at any convenient time. I am forwarding a copy of your letter to each member of the Commission, and I am particularly calling the attention of Mr. Reynolds to your desire to confer with him.

In the event that you decide to appear before the Commission at one of its regular meetings I shall be glad to reserve a time for you if you will let me know.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC/fn

cc - Members of the Highway Commission
R. H. Baldock
W. C. Williams

PORT OF HOOD RIVER COMMISSION
HOOD RIVER, OREGON

December 20, 1950

State Highway Commission
Salem, Oregon

Dear Sir:

I enclose herewith a copy of a letter that was sent to the United States Army Engineers in Portland, concerning dredging in the Columbia River near the Hood River-White Salmon Bridge. As you know this bridge has been purchased by the Hood River Port Commission and is, under the law, now part of the State of Oregon Highway System. We feel that in spite of the letter to the United States Army Engineers that we should consult directly with you concerning any activities of the Highway Commission which may affect the bridge. For your further information, we are plainning on spending $600,000.00 to completely renovate and rebuild the bridge and your advice and consultation on this matter will be greatly appreciated.

Any member of the Port or myself will be glad to meet with you at any time for further discussion and we would particularly like to meet with the Eastern Oregon member of the Highway Commission, Mr. Reynolds at La Grande.

Yours very truly.

L. C. Sherwood

L.C. Sherwood, President
Port of Hood River

jl
Encl.

RECEIVED

ACKNOWLEDGED
H. B. [illegible]

PORT OF HOOD RIVER COMMISSION

Hood River, Oregon

December 20, 1950

State Highway Commission
Salem, Oregon

Dear Sir:

I enclose herewith a copy of a letter that was sent to the United States Army Engineers in Portland, concerning dredging in the Columbia River near the Hood River-White Salmon Bridge. As you know this bridge has been purchased by the Hood River Port Commission and is, under the law, now part of the State of Oregon Highway System. We feel that in spite of the letter to the United States Army Engineers that we should consult directly with you concerning any activities of the Highway Commission which may affect the bridge. For your further information, we are planning on spending $600,000.00 to completely renovate and rebuild the bridge and your advice and consultation on this matter will be greatly appreciated.

Any member of the Port or myself will be glad to meet with you at any time for further discussion and we would particularly like to meet with the Eastern Oregon member of the Highway Commission, Mr. Reynolds at La Grande.

Yours very truly,

/s/ L. C. Sherwood (j)

L. C. Sherwood, President
Port of Hood River

jl
Encl.

PORT OF HOOD RIVER COMMISSION
HOOD RIVER, OREGON

December 20, 1950

COPY COPY COPY

The District Engineer
U. S. Engineers
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your Public Notice dated November 24, 1950 relative to the application of the Oregon State Highway Commission for permission to dredge in the Columbia River between Hood River and Mosier, Oregon. The Port of Hood River has just acquired the Hood River-White Salmon Bridge and is therefore directly interested and concerned with this application insofar as the proposed dredging may cause damage to the bridge.

We respectfully request that dredging in the vicinity of the bridge be restricted as follows:

1. No dredging within 600 feet of either side of the bridge.
2. Beyond 600 feet and within 1,000 feet of the bridge no dredging deeper than 10 feet below the elevation of the present natural bottom at the nearest bridge pier.

For your information, the original elevation of the ground at the piers of the Hood River Bridge, starting with the southern most pier is as follows:

(Cont. Page 2.)

December 20, 1950

Page 2.

Pier C	Elevation 52.6
B	42.7
A	34.1
1	41.2
2	39.7
3	35.5
4	30.6
5	29.3
6	22.4
7	23.0
8	21.2
9	17.9
10	23.9
11	36.4
12	38.0
13	47.4
14	69.5
15	67.0
16	70.4
17	81.1

We also request that the permit be issued contingent upon the Oregon Highway Commission assuming full responsibility for all damage to the bridge resulting from the dredging which becomes apparent within a period of ten years after completion of the dredging.

Very truly yours,

L. C. Sherwood

L. C. Sherwood, President
Port of Hood River

jl

PORT OF HOOD RIVER COMMISSION

Hood River, Oregon

December 20, 1950

COPY COPY COPY

The District Engineer
U. S. Engineers
628 Pittock Block
Portland 5, Oregon

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(Cont. Page 2.)

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4	30.6
5	29.3
6	22.4
7	23.0
8	21.2
9	17.9
10	23.9
11	36.4
12	38.0
13	47.4
14	69.5
15	67.0
16	70.4
17	81.1

We also request that the permit be issued contingent upon the Oregon Highway Commission assuming full responsibility for all damage to the bridge resulting from the dredging which becomes apparent within a period of ten years after completion of the dredging.

Very truly yours,

/s/ L. C. Sherwood,
(j)

L. C. Sherwood, President
Port of Hood River

PORT OF HOOD RIVER COMMISSION

Hood River, Oregon

December 20, 1950

COPY COPY COPY

The District Engineer
U. S. Engineers
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your Public Notice dated November 24, 1950 relative to the application of the Oregon State Highway Commission for permission to dredge in the Columbia River between Hood River and Mosier, Oregon. The Port of Hood River has just acquired the Hood River-White Salmon Bridge and is therefore directly interested and concerned with this application insofar as the proposed dredging may cause damage to the bridge.

We respectfully request that dredging in the vicinity of the bridge be restricted as follows:

1. No dredging within 600 feet of either side of the bridge.
2. Beyond 600 feet and within 1,000 feet of the bridge no dredging deeper than 10 feet below the elevation of the present natural bottom at the nearest bridge pier.

For your information, the original elevation of the ground at the piers of the Hood River Bridge, starting with the southern most pier is as follows:

(Cont. Page 2.)

Pier	Elevation
C	52.6
B	42.7
A	34.1
1	41.2
2	39.7
3	35.5
4	30.6
5	29.3
6	22.4
7	23.0
8	21.2
9	17.9
10	23.9
11	36.4
12	38.0
13	47.4
14	69.5
15	67.0
16	70.4
17	81.1

We also request that the permit be issued contingent upon the Oregon Highway Commission assuming full responsibility for all damage to the bridge resulting from the dredging which becomes apparent within a period of ten years after completion of the dredging.

Very truly yours,

/s/ L. C. Sherwood,
(j)

L. C. Sherwood, President
Port of Hood River

LING

[illegible]

[illegible]

Col. River Hwy (upper)

2357

December 15, 1950

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Your File: NPP 800.6
(Col. R.-Fills)-4

Dear Sir:

In answer to your letter of December 11, transmitting a copy of a letter from Elbert M. Chandler protesting against dredging within 600 feet of the Hood River-White Salmon Bridge, I wish to advise that considerable study will be necessary before a definite answer can be given, but we did not contemplate deep dredging, only to a depth of about 15 feet below the bottom, which would bring the cut down only to about channel depth. It seems possible at this time to restrict our dredging to not closer than 1,500 feet above the bridge and 3,000 feet below the bridge, but it will be necessary to make further field inspections before a definite answer can be given.

We will advise you in a week or ten days, so that you can complete the permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT

No. 2359

3, 1950

By

Letter of Dec. 11 by T. W. Ragsdale of Army Engrs., letter by Elbert M. Chandler to Army Engrs. (12-6), and of letter by T. W. Ragsdale to Oregon-Wn. Bridge Co. (Mr. Chandler); all re proposed dredging between H. River & Mosier

Acknowledged by _ _ _ _ _ Referred to _ _ Smith _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for _ _ _ Williams' _ (rough draft) _ _ signature

Assignment executed 12-15-50 Report received
pme

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS. U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND. OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

December 11, 1950

REFER TO FILE
NO. NPP 800.6(Col.R.-Fills)-4

PLEASE RETURN TO
W. C. WILLIAMS
FOR [illegible]

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

In response to the public notice concerning your application for dredging for the proposed new highway fill between Hood River and Mosier, the Oregon-Washington Bridge Company, Olympia, Washington, has advised this office that deep dredging in the vicinity of its Hood River-White Salmon bridge would affect the stability of the piers. A copy of the company's letter is inclosed.

Though this office attempts to forestall any injury to private property by work authorized by permits, all Department of the Army permits for work in navigable waters of the United States contain the following statement:

> "NOTE.--It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. It merely expresses the assent of the Federal Government so far as concerns the public rights of navigation. (See Cummings v. Chicago, 188 U. S., 410)."

It is suggested the matter be thoroughly investigated and that you advise the bridge company of your views in the light of your test borings and the amount of material to be removed within the area specified in their letter. Though it does not appear to be necessary to limit the dredging to the extreme

RECEIVED
[illegible]
STATE [illegible]

distances requested in the company's letter, it may be advisable to use a flat slope upstream and downstream from the 600 foot limit, previously suggested by this office, to lessen the probability of any effect on the bridge. The distances from the centerline of the bridge to the anchors mentioned in the company's letter is not shown on the bridge plans on file in this office.

Your views in the matter and copies of your correspondence with the company will be appreciated. Such limits as appear to be necessary will be incorporated in the permit.

For the District Engineer:

Very truly yours,

T W Ragsdale
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

2 Incls:
1- Cy ltr, Oreg.-Wn. Br. Co., Dec. 6, '50, to D.E. Port.
2- Cy office ltr to Oreg.-Wn. Br. Co., Dec. 11, 1950.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS
NPPKS-4

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

December 11, 1950

REFER TO FILE
NO. NPP 800.6(Col.R.-Fills)-4

Oregon-Washington Bridge Company,
Security Building,
Olympia, Washington.

Attention: Mr. Elbert M. Chandler, President.

Gentlemen:

Acknowledgment is made to your letter of December 6, 1950, concerning the proposed dredging for the new highway fill between Hood River and Mosier, Oregon.

Your views are being transmitted to the State Highway Commission, and it is expected you will hear from them within a short time.

It is requested this office be furnished copies of any correspondence with the Highway Commission concerning the matter, and such limits for the dredging as appear to be necessary will be incorporated in the permit.

For the District Engineer:

Very truly yours,

T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

cc: Oregon State Highway Commission,
Salem,
Oregon
(Under separate cover)

NO.
REFER TO FILE
ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUAL

ASSIGNMENT

No. 2351
By

11, 1950

on: T. W. Ragsdale's letter of December 8 (map at-
ed) re application for permit to dredge and construct fills
for hwy. in Columbia River between Hood River & Mosier and stat-
ing that small drainage area will be affected by proposed constr.

Acknowledged by _____ Referred to H. G. Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for __________________ signature

Assignment executed 1-23-51 Report received ________

Remarks:

Map not rec'd from Constr. Dept. M.E.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS. U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

December 8, 1950

REFER TO FILE
NO. NPP 800.6(Columbia River-Fills)-4

PLEASE RETURN TO
W. C. WILLIAMS
FOR [illegible]

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

Reference is made to your application of October 2, 1950, requesting a permit to dredge and construct fills for a highway in Columbia River between Hood River and Mosier.

In reviewing the plans submitted, it appears that a small drainage area upstream from the mouth of Hood River and channelward from the present approach to the Hood River-White Salmon highway bridge will be affected by the proposed construction. The area in question is occupied by Standard Oil Company and General Petroleum Company tanks and warehouses, as well as by coal bunkers and other buildings.

By reference to the map which was inclosed with your letter of October 2, 1950, showing soundings for the dredging and the centerline for the road, it appears that the centerline of the roadway will be near the north side of the existing pump house. From the final plans submitted with the permit application for the dredging and fill, it appears that the pump house will be within a fill area. Map R-2-71 (inclosed) shows the area in question, with the centerline of the proposed fill indicated in pencil. It will be noted this is about 7 or 8 feet from the north side of the pump house.

As this will, of course, necessitate revision of the drainage system and moving the pump house, information is desired concerning your plans for this area. The pump house is in operation throughout the year.

A conference with engineers in this office will probably be advisable and can be arranged before final plans are submitted.

For the District Engineer:

Very truly yours,

Frank C Linton
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

R[illegible]
STATE HIGHWAY CO[illegible]

1 Incl:
Map R-2-71.

ASSIGNMENT

No. 2347 wcw
By

, 1950 .

on: Elbert M. Chandler's letter of December 6 and
letter of same date to Army Engineers objecting to dredg-
near Hood River-White Salmon Bridge

Acknowledged by _ _ _ _ _ Referred to _ Smith ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for _ _ _ _ _ Mr. Stiffler's _ _ _ _ _ signature

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _ _

Remarks: Please discuss with Mr. Paxson.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon-Washington Bridge Company
Security Building
Olympia, Washington

6 December 1950

Oregon State Highway Commission
Salem, Oregon

Enclosed herewith please find copy of letter addressed to the U. S. Engineers at Portland concerning dredging near the Hood River-White Salmon Bridge. You are urged to modify your plans accordingly.

Elbert M. Chandler
President

EMC:ml

RECEIVED
DEC 7 1950
OREGON
STATE HIGHWAY COMMISSION

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ASSIGNMEN   By

te: December 7, 1950

Description: T. W. Ragsdale's letter of December 6, copy of
T. R. Midtlyng's letter from Army Engrs. attached, re application
of October 2, 1950 for permit to dredge and construct fill for
highway in Columbia River between Hood River & Mosier
Acknowledged by ------ Referred to --Smith ✓--------

Investigate and report with recommendation
~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------------------------- signature

Assignment executed 12-28-50 Report received ---------

Remarks: Please discuss with Mr. Paxson.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Incl #1

C O P Y

OREGON-WASHINGTON BRIDGE COMPANY
Security Building
Olympia, Washington

6 December 1950

The District Engineer
U. S. Engineers
628 Pittock Block
Portland 5, Oregon

We have noticed in the Hood River News of December first that the Oregon Highway Department has applied for a permit to dredge the Columbia River to within 600 feet of the Hood River-White Salmon Bridge. In our opinion, deep dredging that close to the bridge would detract from the stability of the piers.

There are eleven piers on the Oregon side of the river, all but one resting on piles. Deep dredging 600 feet below the bridge would greatly facilitate scouring of the river bed between piers during high water. Four of the piers have anchorages extending for a considerable distance upstream to provide additional stability to resist increased ice pressure resulting from the Bonneville pool. Dredging within 600 feet of the bridge from upstream would tend to reduce the strength of these anchorages. We believe that the plans should be modified so that there will be no deep dredging within a mile downstream from the bridge nor nearer than a half mile upstream from the bridge.

We have entered into a contract with the Port of Hood River to sell the bridge in the near future, so we are sending a copy of this letter to the Port of Hood River and also to the Oregon Highway Department.

/s/ Elbert M. Chandler

/t/ Elbert M. Chandler
President

EMC:ml

C O P Y

Incl #1

OREGON-WASHINGTON BRIDGE COMPANY

6 December 1950

The District Engineer
U. S. Engineers
628 Pittock Block
Portland 5, Oregon

We have noticed in the Hood River News of December first that the Oregon Highway Department has applied for a permit to dredge the Columbia River to within 600 feet of the Hood River-White Salmon Bridge. In our opinion, deep dredging that close to the bridge would detract from the stability of the piers.

There are eleven piers on the Oregon side of the river, all but one resting on piles. Deep dredging 600 feet below the bridge would greatly facilitate scouring of the river bed between piers during high water. Four of the piers have anchorages extending for a considerable distance upstream to provide additional stability to resist increased ice pressure resulting from the Bonneville pool. Dredging within 600 feet of the bridge from upstream would tend to reduce the strength of these anchorages. We believe that the plans should be modified so that there will be no deep dredging within a mile downstream from the bridge nor nearer than a half mile upstream from the bridge.

We have entered into a contract with the Port of Hood River to sell the bridge in the near future, so we are sending a copy of this letter to the Port of Hood River and also to the Oregon Highway Department.

COPY

Elbert H. Chandler
President

EHC:ml

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

December 6, 1950

REFER TO FILE
No. NPP 800.6(Col.R.-Fills)-4

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

Reference is made to your application dated October 2, 1950, for a permit to dredge and construct a fill for a highway in Columbia River between Hood River and Mosier.

In response to the public notice concerning the application, a letter has been received from the United States Coast Guard concerning any necessary replacing or rebuilding of aids to navigation which are displaced or damaged. A copy of their letter is inclosed. It is requested that you correspond directly with the Coast Guard if the dredging or fill damages or displaces any of their installations.

For the District Engineer:

Very truly yours,

Frank C Linton
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

1 Incl:
Cy ltr, 1 Dec 50, from
USCG to DE Portland.

cc: Commander,
13th Coast Guard District,
618 Second Avenue,
Seattle 4, Washington.
(Under separate cover)

RECEIVED
DEC 7 1950
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

C O P Y

UNITED STATES COAST GUARD

Address Reply To:
COMMANDER
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

o
1 December, 1950
626, 70

From: Commander, 13th CG District
To: District Engineer, Corps of Army Engineers, Portland District

Subj: Public Notice NPP 800.6(Col. R.-Fills)-4

1. Reference is made to public notice as listed above dated 24 November, 1950. This is to advise you that the Coast Guard will require the Oregon State Highway Commission to replace or rebuild any Coast Guard maintained aids to navigation between Hood River and Mosier, which might have to be replaced or altered to facilitate the proposed highway to follow the shore line.

/s/ T. R. Midtlyng

T. R. MIDTLYNG
By direction

C O P Y

NOTED
W. W. SHIFLER

Incl #1

COPY

UNITED STATES COAST GUARD

Address Reply To:
COMMANDER
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

o
1 December, 1950
626, 70

From: Commander, 13th CG District
To: District Engineer, Corps of Army Engineers, Portland District

Subj: Public Notice NPP 800.6(Col. R.-Fills)-4

1. Reference is made to public notice as listed above dated 24 November, 1950. This is to advise you that the Coast Guard will require the Oregon State Highway Commission to replace or rebuild any Coast Guard maintained aids to navigation between Hood River and Mosier, which might have to be replaced or altered to facilitate the proposed highway to follow the shore line.

/s/ T. R. Midtlyng

T. R. MIDTLYNG
By direction

NOTED
W. W. STIFFLER

COPY

Incl #1

E-151X 1M 10-50
RECEIVED
FOR FILING

[illegible]
[illegible]
Col. River Hwy

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 1, 1950

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Hydraulic Highway Fill, Hood River to Mosier

Your File: NPP 800.6(Col.R.-Fills)-4

Herewith five prints each from sketches showing the preliminary layout for the bridge over Hood River and the bridge over Mosier Creek on the new Columbia River Highway in the Hood River-Mosier Section. These are preliminary plans made in advance of any design and may be considerably altered when the final design is made. It does, however, give within reasonable limits the vertical and horizontal clearances which we can provide at these two points.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc W. C. Williams

ASSIGNMENT

No. 2335

Date: November 27, 1950

By _

Description: D. S. Burns' letter of November 22 (5 maps attached) regarding application of Nov. 14 for permit to dredge and construct hydraulic fill highway in portions of Columbia River between Hood River and Mosier

Acknowledged by _ _ _ _ _ Referred to _ _Paxson ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 12-1-50 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED

FOR FILING

71-174(u) 35 (4)

35[illegible]

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
Portland, Oregon District
628 Pittock Block
Portland 5 Oregon

NPPNS-2
NPP 800.6(Col.R.-Fills)-4

November 24, 1950

PUBLIC NOTICE

Application has been made to the Department of the Army by the Oregon State Highway Commission, Salem, Oregon, for a permit to dredge in Columbia River between Hood River and Mosier, Oregon, and to construct highway fills at certain locations along the Oregon shore in the same reach of the river.

The plans submitted for approval show dredging will be general throughout the area from Hood River to a short distance above Mosier, but no work will be done within 600 feet of the Hood River-White Salmon bridge piers, nor in the vicinity of the site for the proposed Hood River small boat mooring basin. The highway fill will follow the shore line, but at some locations will cut across minor indentations in the shore.

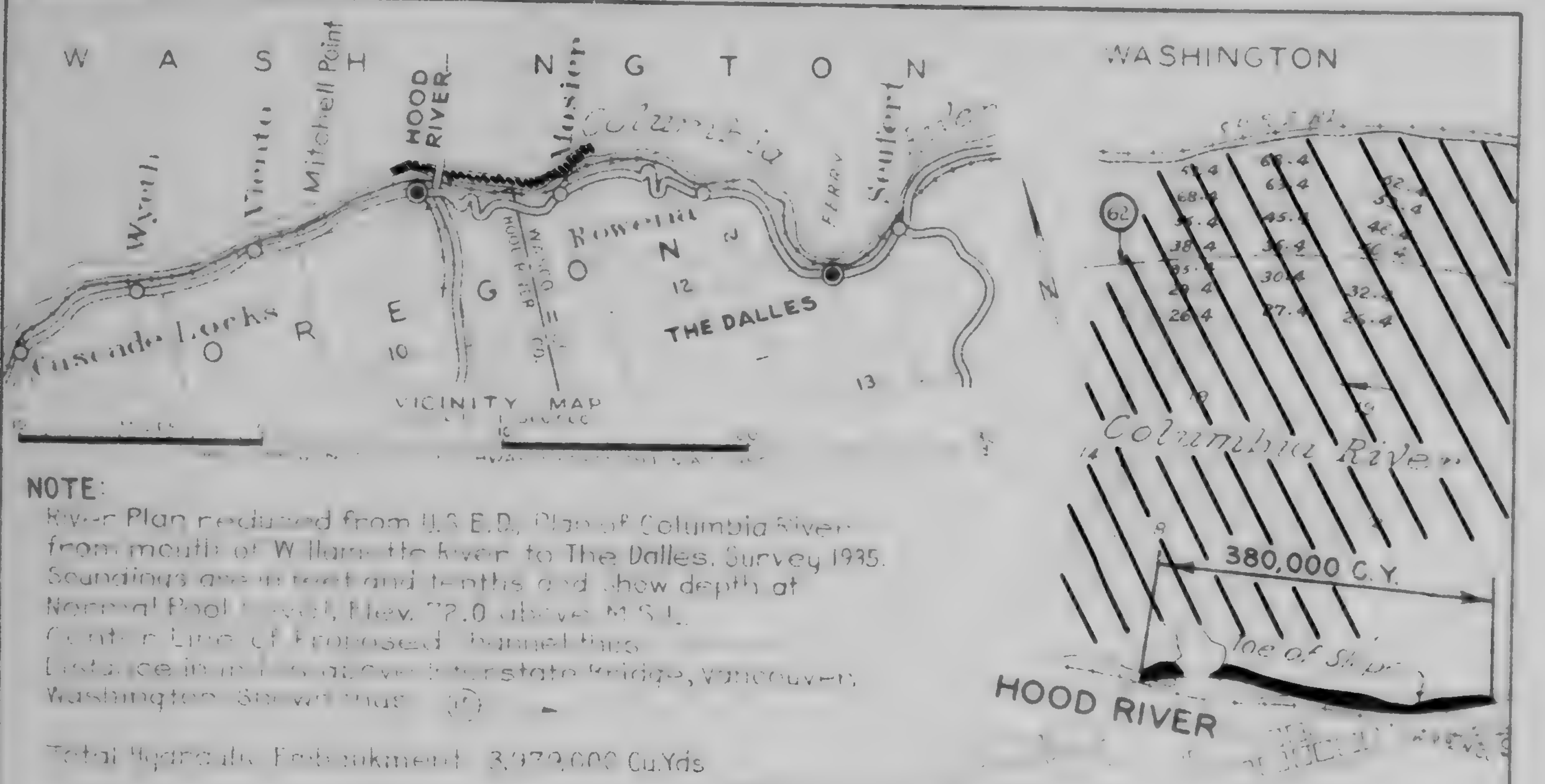
Maps and plans for the work are on file and may be seen in this office.

Letters expressing views concerning the effect of the work on navigation, the regimen of the waterway, or otherwise, are requested from all interested parties, particularly navigation interests and State and local authorities. Replies, to receive consideration, should be received in this office not later than December 18, 1950.

For the District Engineer:

T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

RECEIVED



NOTE:
River Plan reduced from U.S. E.D. Plan of Columbia River from mouth of Willamette River to The Dalles. Survey 1935.
Soundings are in feet and tenths and show depth at Normal Pool Level, Elev. 72.0 above M.S.L.
Center Line of Proposed Channel Lines
Distance in miles above Interstate Bridge, Vancouver, Washington Shown thus

Total Hydraulic Embankment 3,370,000 Cu.Yds

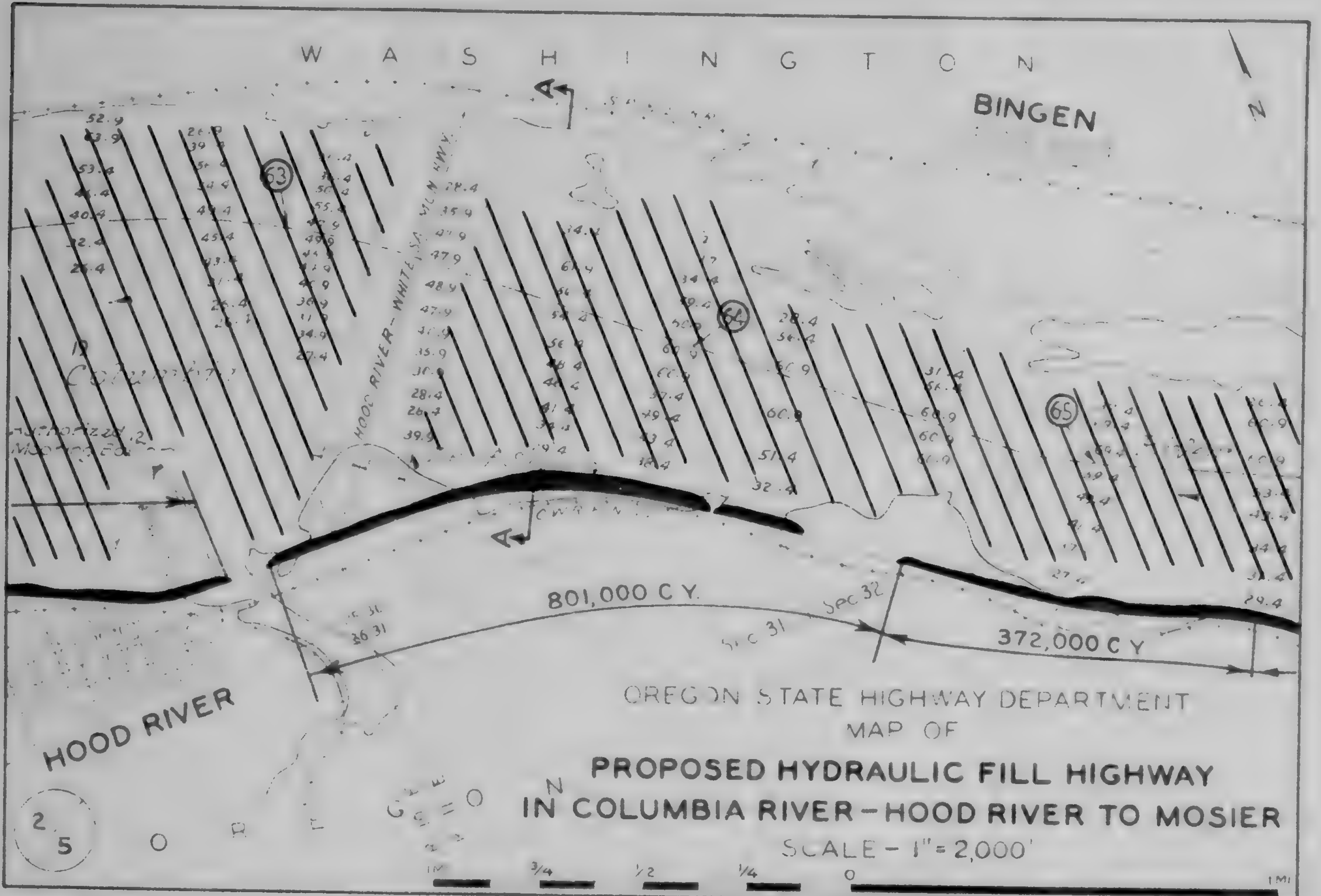
OREGON STATE HIGHWAY DEPARTMENT
MAP OF

PROPOSED HYDRAULIC FILL HIGHWAY IN COLUMBIA RIVER - HOOD RIVER TO MOSIER

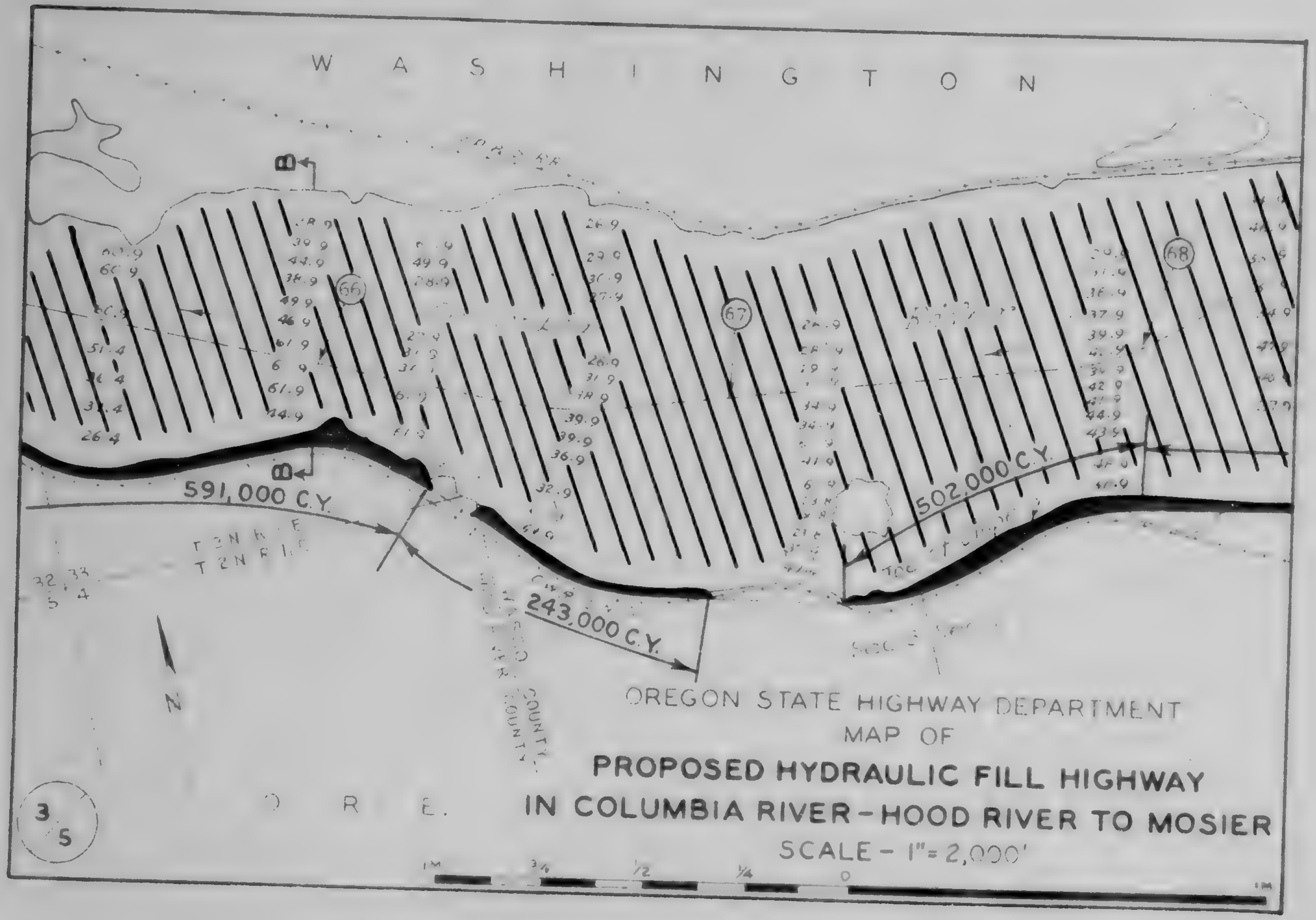
SCALE - 1"= 2,000'

1 MI ¾ ½ ¼ 0 1 MI

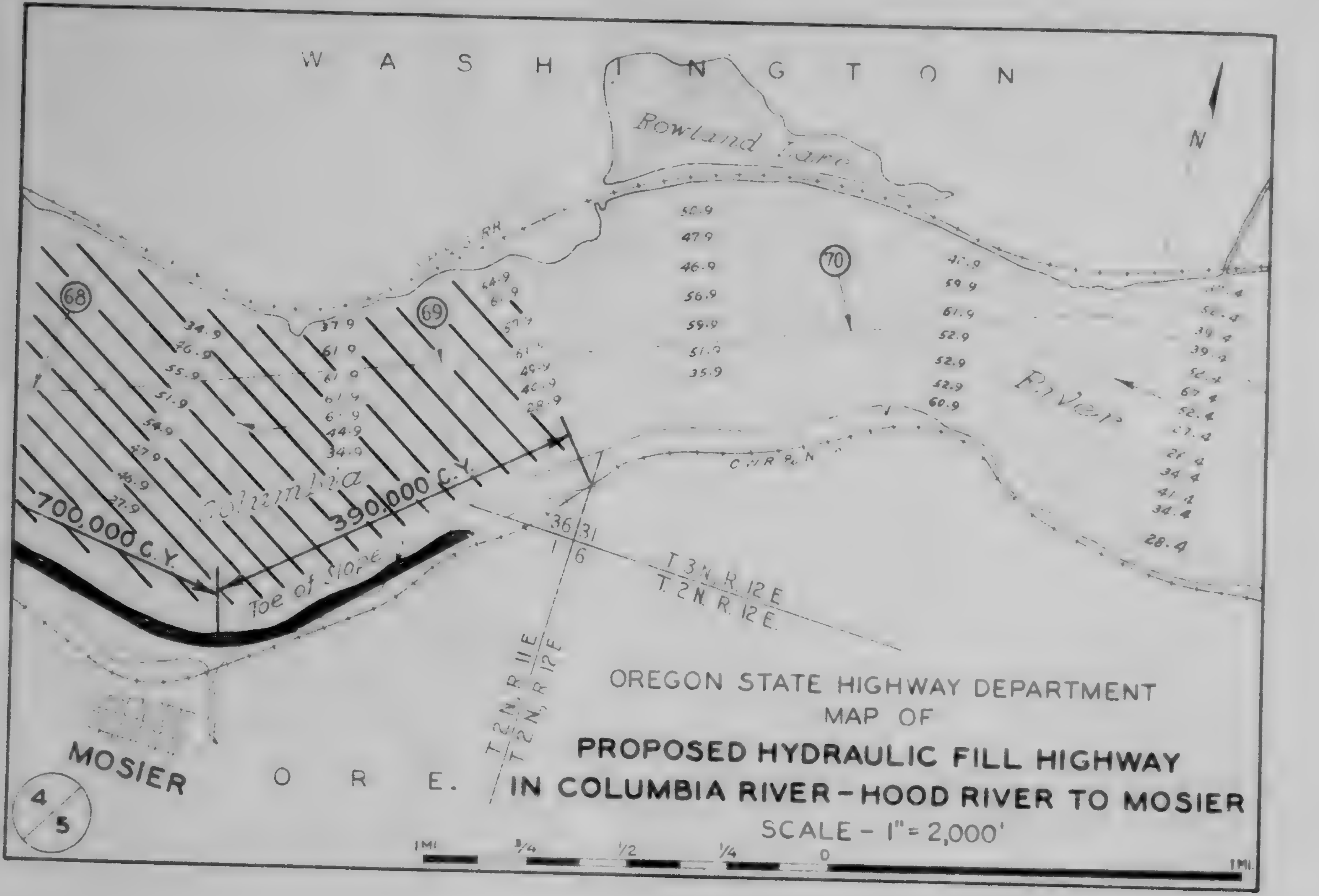
1
5



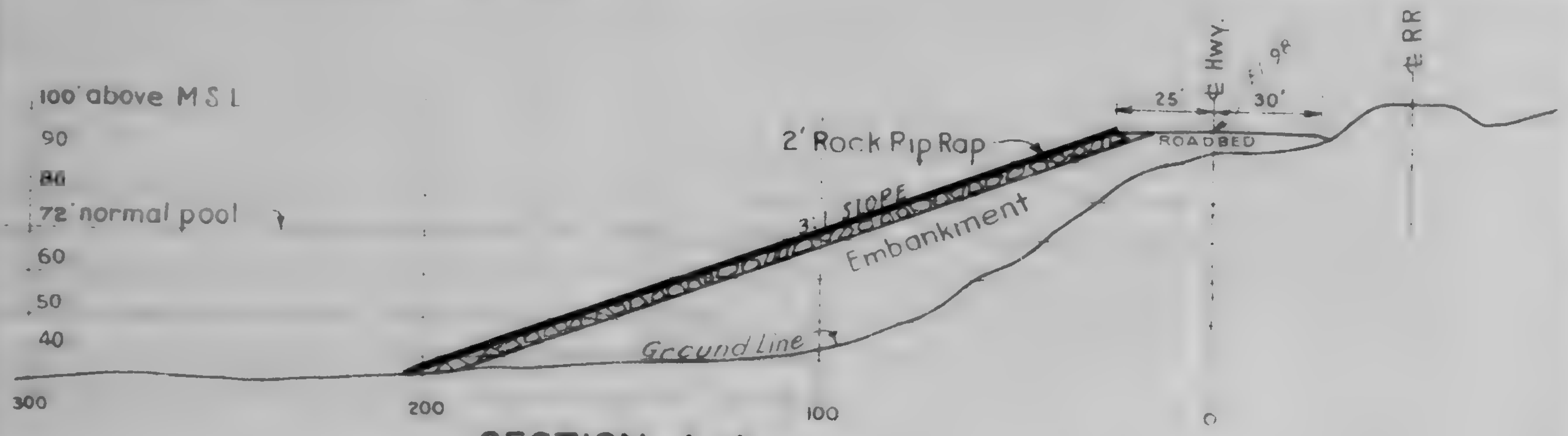
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
**PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER – HOOD RIVER TO MOSIER**
SCALE – 1" = 2,000'



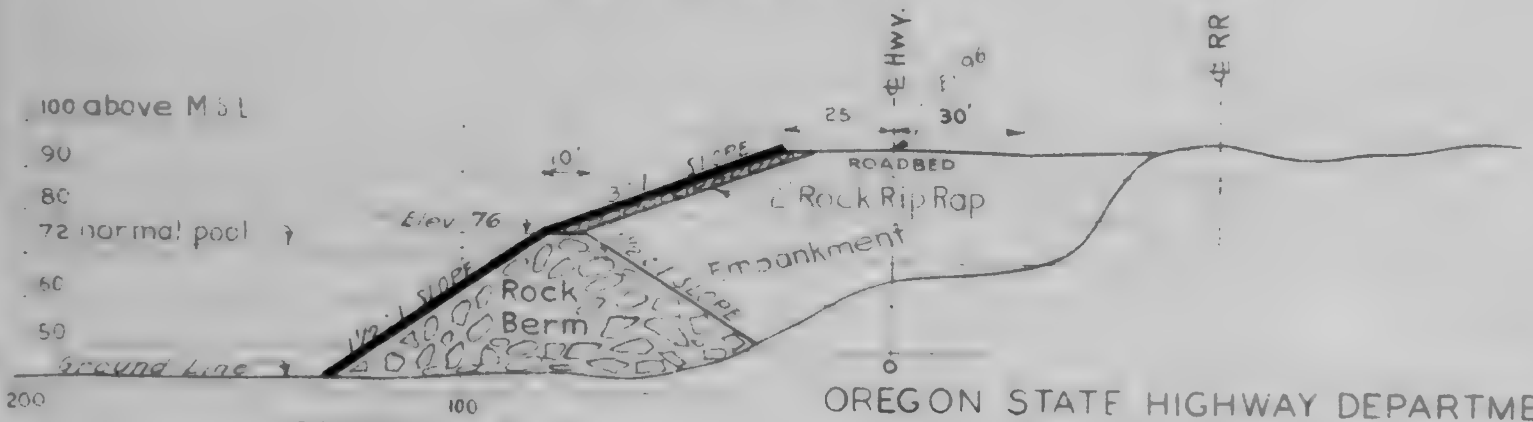
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'



OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'



SECTION A-A



SECTION B-B

OREGON STATE HIGHWAY DEPARTMENT
TYPICAL SECTION

PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" 50'

5/5

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-2

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

G. S. PAXSON

November 22, 1950

REFER TO FILE
NO. NPP 800.6(Col.R.-Fills)-4

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

Acknowledgment is made of your application of November 14, 1950, for a permit to dredge and construct a hydraulic fill highway in portions of Columbia River between Hood River and Mosier.

The public notice is being prepared and will be mailed to known interested parties in a few days.

The plans have been revised to show the dredging area general throughout that reach of the river, but no dredging to be done in the vicinity of the proposed Hood River Small Boat Basin nor within 600 feet of the Hood River-White Salmon highway bridge.

It is noted that the plans indicate an opening of about 500 feet is to be left at the mouth of Hood River. The entrance to Hood River is considered navigable and it will, therefore, be necessary to submit plans for the type of structure proposed for this 500 foot gap. The Union Pacific Railway bridge crossing Hood River a short distance above its mouth provides a vertical clearance of 25.9 feet above normal pool, elevation 72.3. To avoid any unnecessary revision in the plans for this structure, it is suggested that preliminary inquiry be made at Hood River concerning the need for a similar clearance for the new structure. Section A-A, a short distance east of the mouth of Hood River (see sheets 2 and 5), shows a road grade of 98 feet. If a clearance of 25.9 feet is required it may necessitate a grade in excess of 98 feet for the bridge.

It is also noted that the plans show a fill across the mouth of Mosier Creek at the east end of the town of Mosier. Information is desired concerning the provision to be made for the Mosier Creek flow and for the large lagoon which will be formed between the fill and railroad in front of Mosier. A Mr. E. S. Schwantes, of Mosier, was granted a permit for a log boom at the mouth of Mosier Creek in 1939. Though it is believed the boom is not active at the present, it was in use for a number of years. Whether this operation involved any towing to or from the area is not known, but if it did and the operation were revived, some demand for a bridge with sufficient clearance for the operation may develop.

Though a public hearing concerning the dredging and fill will not be scheduled unless the response to the public notice indicates it will be necessary, preliminary information concerning the type of structures to be used at Hood River and Mosier is desired so that it will be available in this office.

Very truly yours,

D. B. Burns,
Colonel, Corps of Engineers,
District Engineer.

1 Incl:
Plans (set of
5 prints).

RECEIVED
NOV 27 1950
STATE HIGHWAY COMMISSION
DEPARTMENT

ASSIGNMENT

No. 222 [illegible]
By

EIVED
NOV 15 1950
FOR FILING

[illegible]
[illegible]
Col. River Dredg. (Upper)

November 14, 1950

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to our application for a permit to dredge in the Columbia River between Hood River and Mosier, File NPP 800.6 (Col. R. - Dredging)-27. As requested in your letter of October 9, I am attaching hereto cloth tracings, 8"x10" in size, and the required three prints.

We have not outlined the dredging area in red, as we wish to dredge anywhere in the river except the area within 600 feet of the White Salmon-Hood River Bridge, which you mention as inadvisable.

We have made a very extensive series of borings and find that there is no large body of uniform dredging sand, but the material consists of layers of sand and silt. Under this circumstance, we propose to require the contractor to be responsible for the selection of his material from the test samples. We, therefore, prefer not to designate certain definite areas. We employed the General Construction Company, experienced hydraulic contractors, to make the test borings, and their opinion of the various types of material is quite different from that which we have formed in our previous dredging work. Therefore, we do not wish to handicap the contractors in the use of any material which they feel will make a satisfactory fill.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Noted in Construction Dept

cc Mr. H. G. Smith

ASSIGNMENT

No. 2225

Date: October 10, 1950

By

Description: T. W. Ragsdale's letter of October 9, Permit Information Pamphlet attached, re permit to dredge in Columbia River between Hood River and Mosier

Acknowledged by _____ Referred to __Smith__________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 11-13-50 Report received ________

Remarks: For preparation of necessary maps and data.
WGW

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-2

FI-174(1)
25(4)
#92

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

October 9, 1950

REFER TO FILE
NO. NPP 800.6(Col.R.-Dredging)-27

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

Acknowledgment is made of your letter of October 2, 1950, requesting a permit to dredge in Columbia River between Hood River and Mosier, Oregon.

It appears there will be no general objections to dredging in the areas indicated by the test hole locations shown on the maps, though it is considered inadvisable to authorize dredging within approximately 600 feet of the Hood River-White Salmon Bridge piers, both upstream and downstream.

It will, however, be necessary to submit maps and plans prepared in accordance with the inclosed information circular. It will be noted that the plans must be on tracing cloth 8 by 10½ inches in size, and that in addition to the cloth tracing, 3 prints must be supplied. In instances of dredging only blue prints may be submitted. However, as the work will involve filling and some riprap channelward of the ordinary high water line, it will be necessary to submit the cloth tracing.

The entire dredging and fill areas should be outlined in red, and typical sections shown of the fill and riprap areas.

You are assured that the application will be given attention promptly on receipt of satisfactory plans.

For the District Engineer:

Very truly yours,

Frank C Linton

T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

1 Incl:
Permit Information
Pamphlet, July 1949.

Encl.

cc Mr. H. G. Smith

VED
1950
OR FILING

October 2, 1950

The District Engineer
Corps of Engineers, U. S. Army
821 Pittock Block
Portland 5, Oregon

Dear Sir:

The State Highway Commission is preparing plans for the relocation and reconstruction of a section of the Columbia River Highway between Hood River and Mosier. The plans contemplate the building of embankment from dredged materials to be taken from the bed of the Columbia River, of construction similar to the Troutdale-Dodson Section. Request is hereby made for a permit to dredge approximately 4,000,000 cubic yards of material from the Columbia River between river miles 62 and 70, subject to your regulations. Maps have been prepared showing the location and depth of various test borings and the amount of material required in each section. Copies of these maps, two in number, are enclosed.

Considerable latitude is required as to the location of the dredging areas, as the material in the Columbia River throughout this entire location is not uniform and first-class fill material is not available in the necessary amounts. Most of the material consists of layers of sand and fine silt, so that it may be necessary for the contractor to select material over large areas, and it might be that one contractor with a certain size dredge would operate entirely different from another contractor. Therefore, it is not practical to limit their operations to narrow limits, and we wish the permit to allow dredging anywhere within the area. It is not intended that the contractor will dredge closer than 600 feet to the toe of our proposed fill.

We anticipate letting the contract as soon as the plans can be completed and, therefore, would appreciate it if the issuance of the permit could be expedited as much as possible.

Very truly yours,

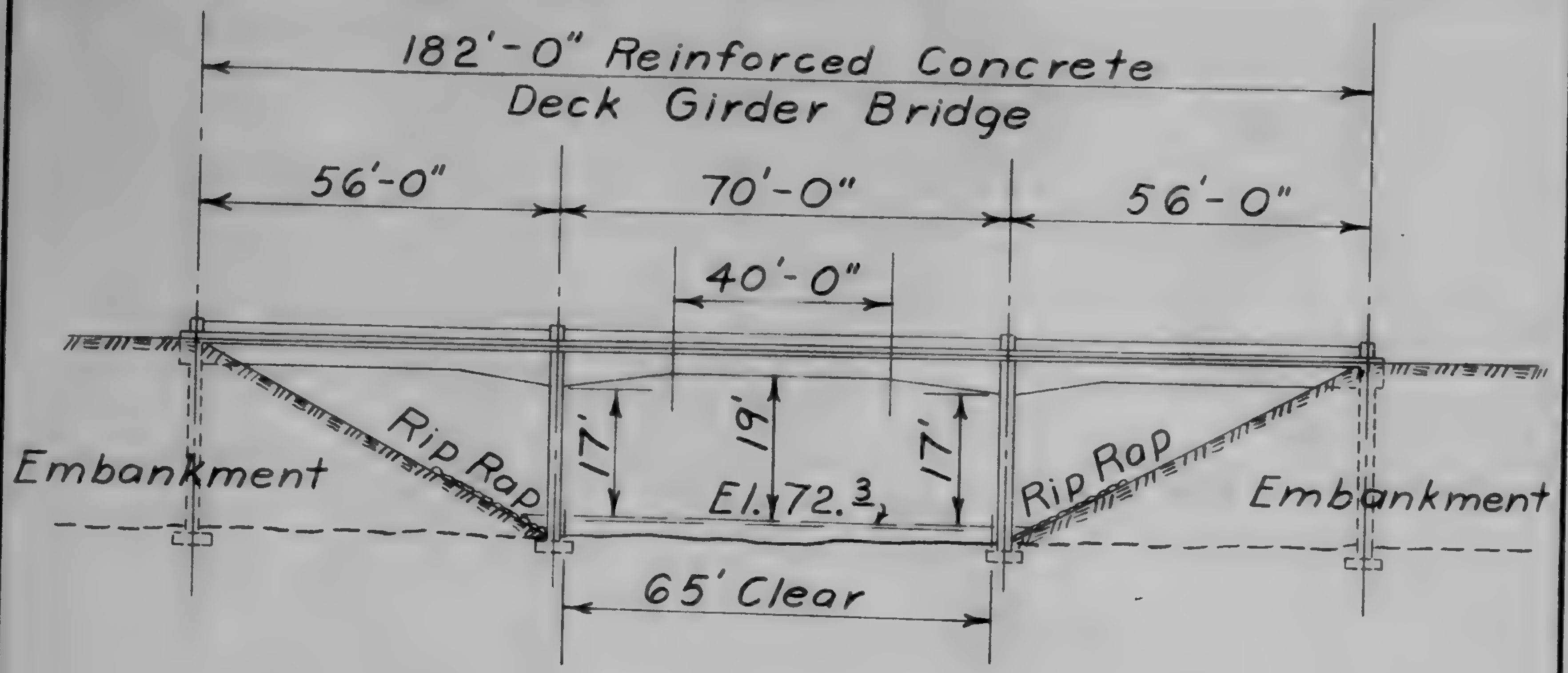
R. H. Baldock
State Highway Engineer

By

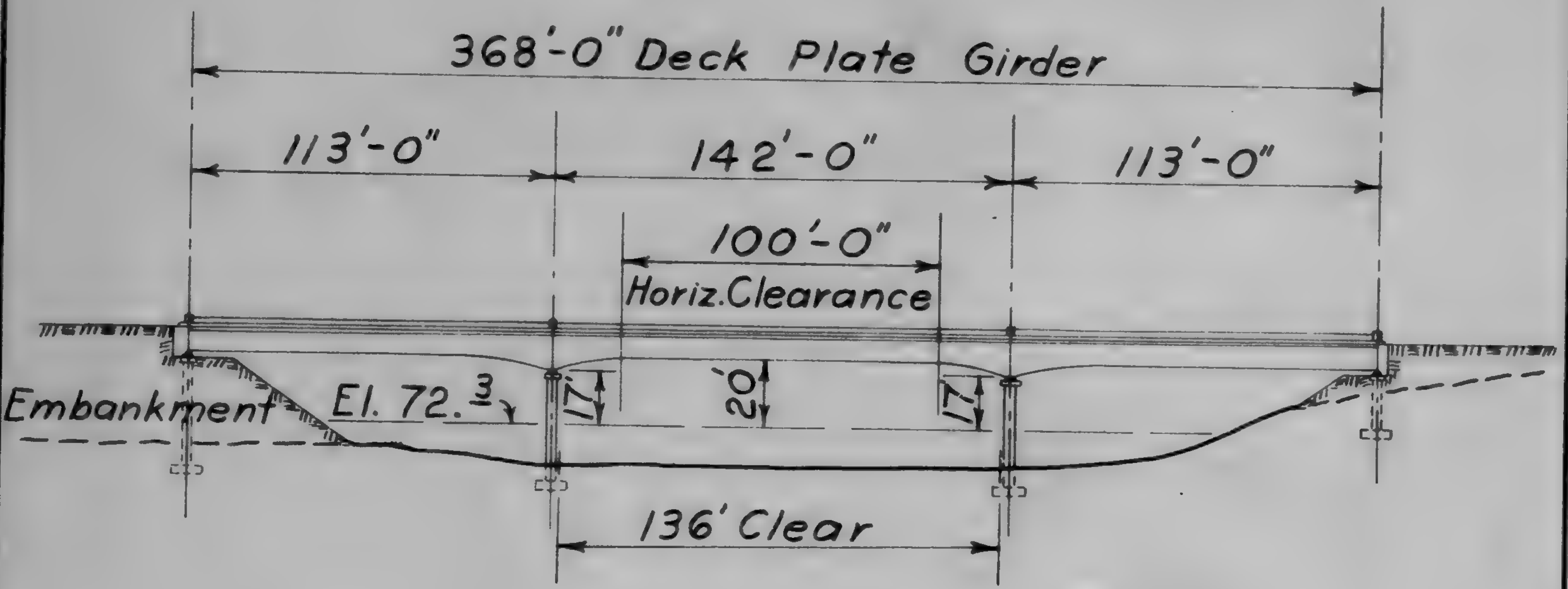
W. C. Williams
Assistant State Highway Engineer

Encl.

cc Mr. H. G. Smith



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED MOSIER CREEK BRIDGE
HYDRAULIC FILL HIGHWAY
HOOD RIVER TO MOSIER
SCALE - 1" = 30'



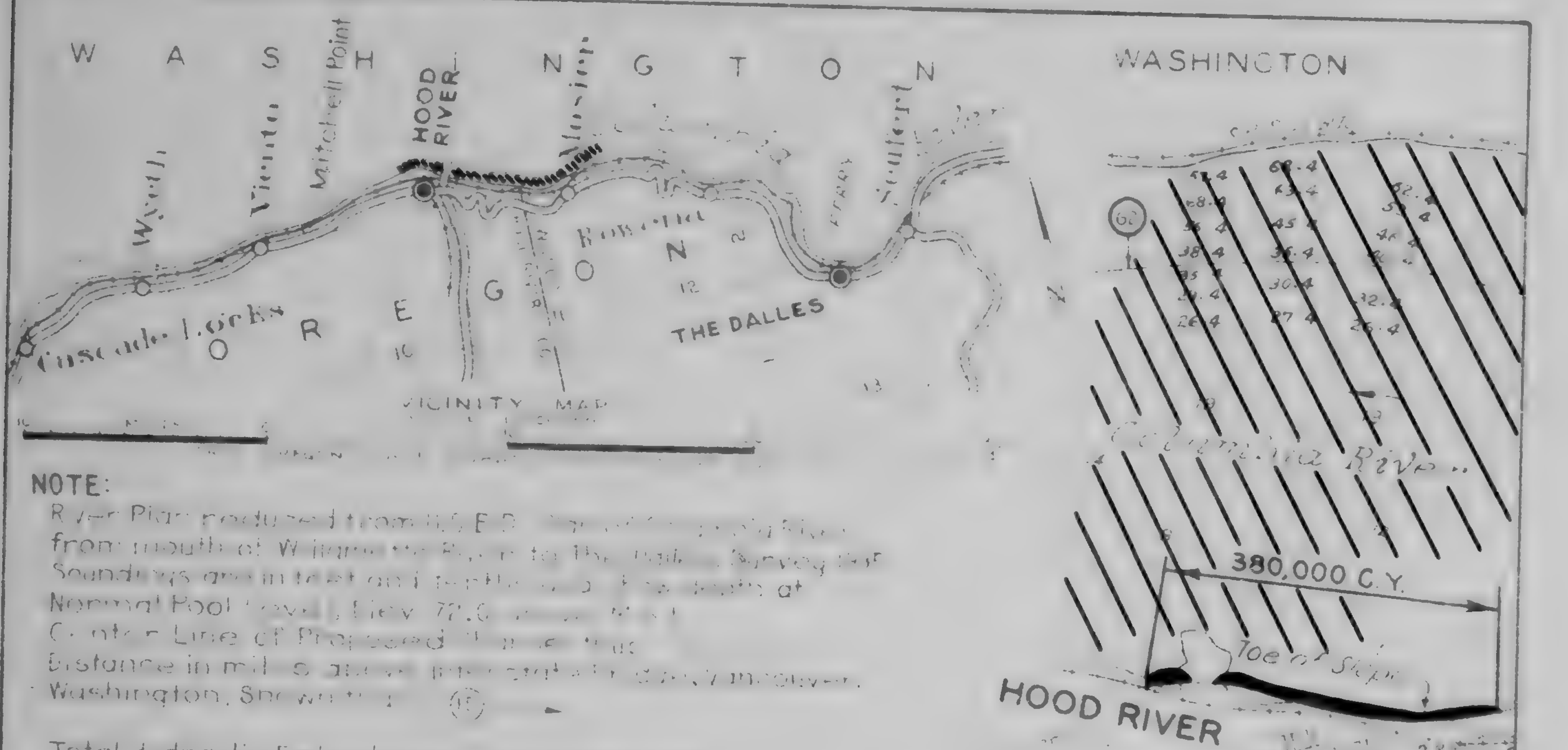
OREGON STATE HIGHWAY DEPARTMENT

PROPOSED HOOD RIVER BRIDGE

HYDRAULIC FILL HIGHWAY

HOOD RIVER TO MOSIER

SCALE – 1" = 60'



NOTE:
River Plan reduced from U.S. E.D. [illegible] River
from mouth of Willamette River to The Dalles. Survey [illegible]
Soundings are in feet and [illegible] depth at
Normal Pool Level, Elev. 77.0 [illegible]
Center Line of Proposed [illegible]
Distance in miles above [illegible] Vancouver,
Washington, Shown thus (15) →

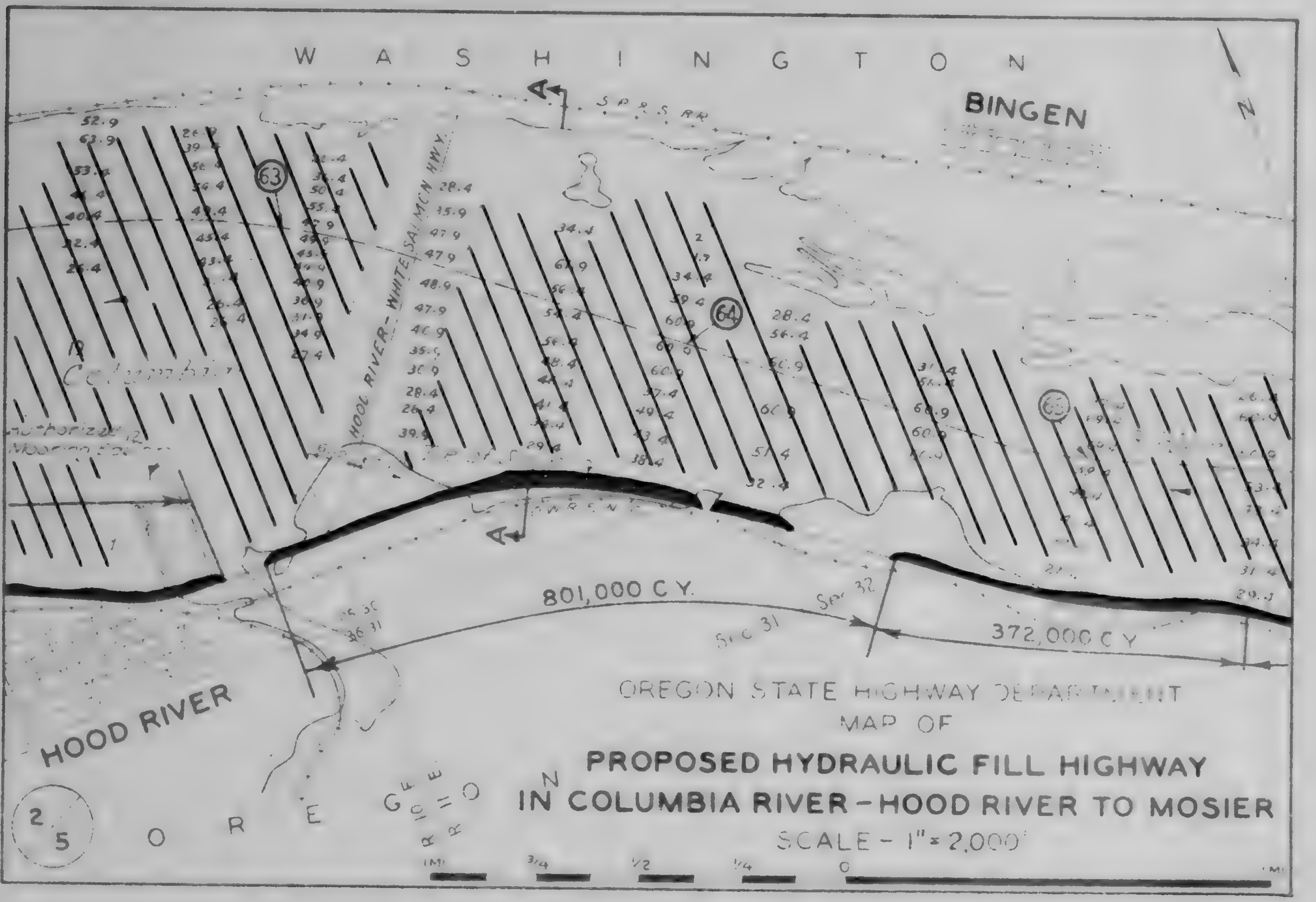
Total Hydraulic Embankment [illegible] Cu. Yds.

OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER – HOOD RIVER TO MOSIER
SCALE – 1" = 2,000'

1M 3/4 1/2 1/4 0 1M

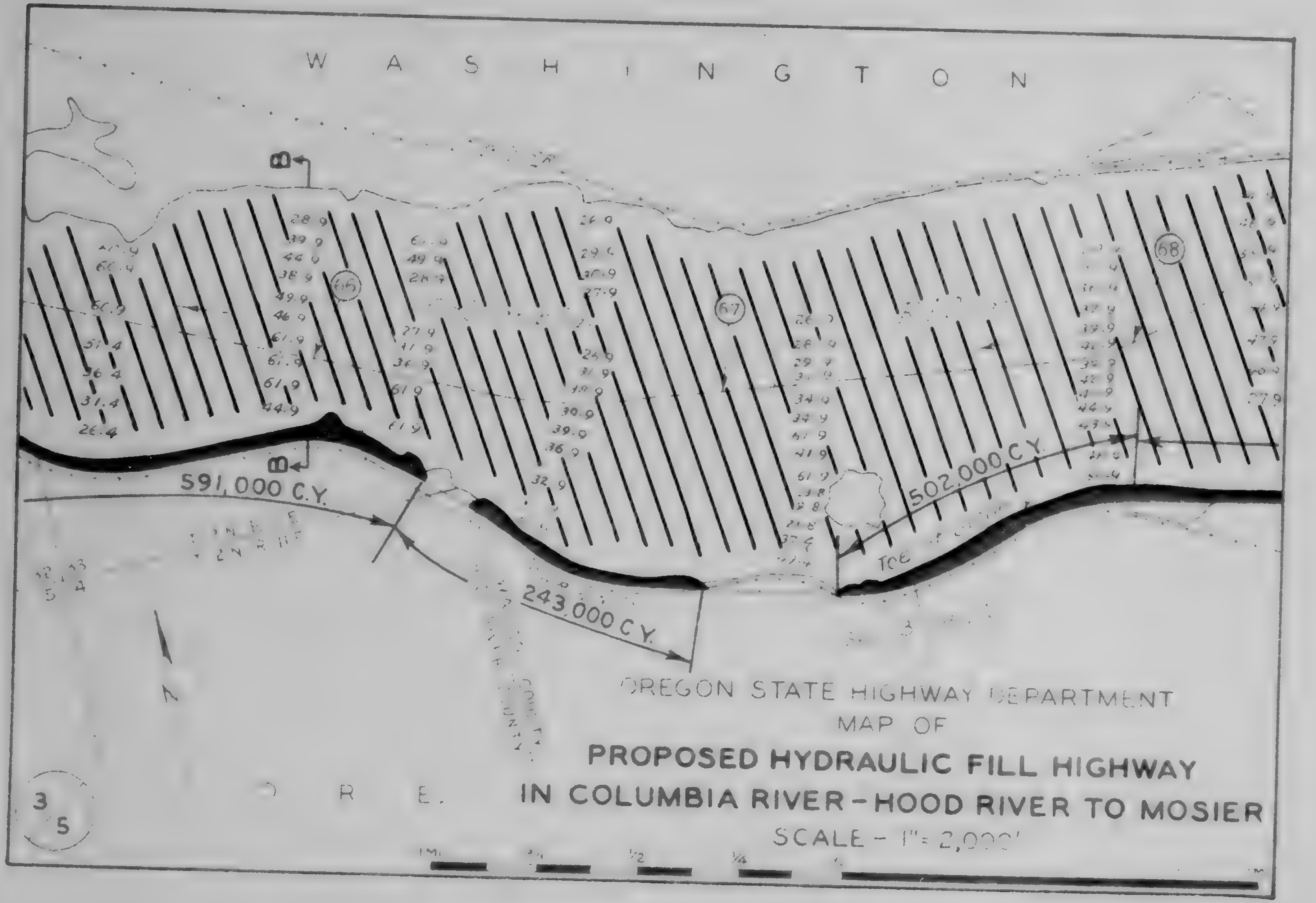
1
5

Incl #1



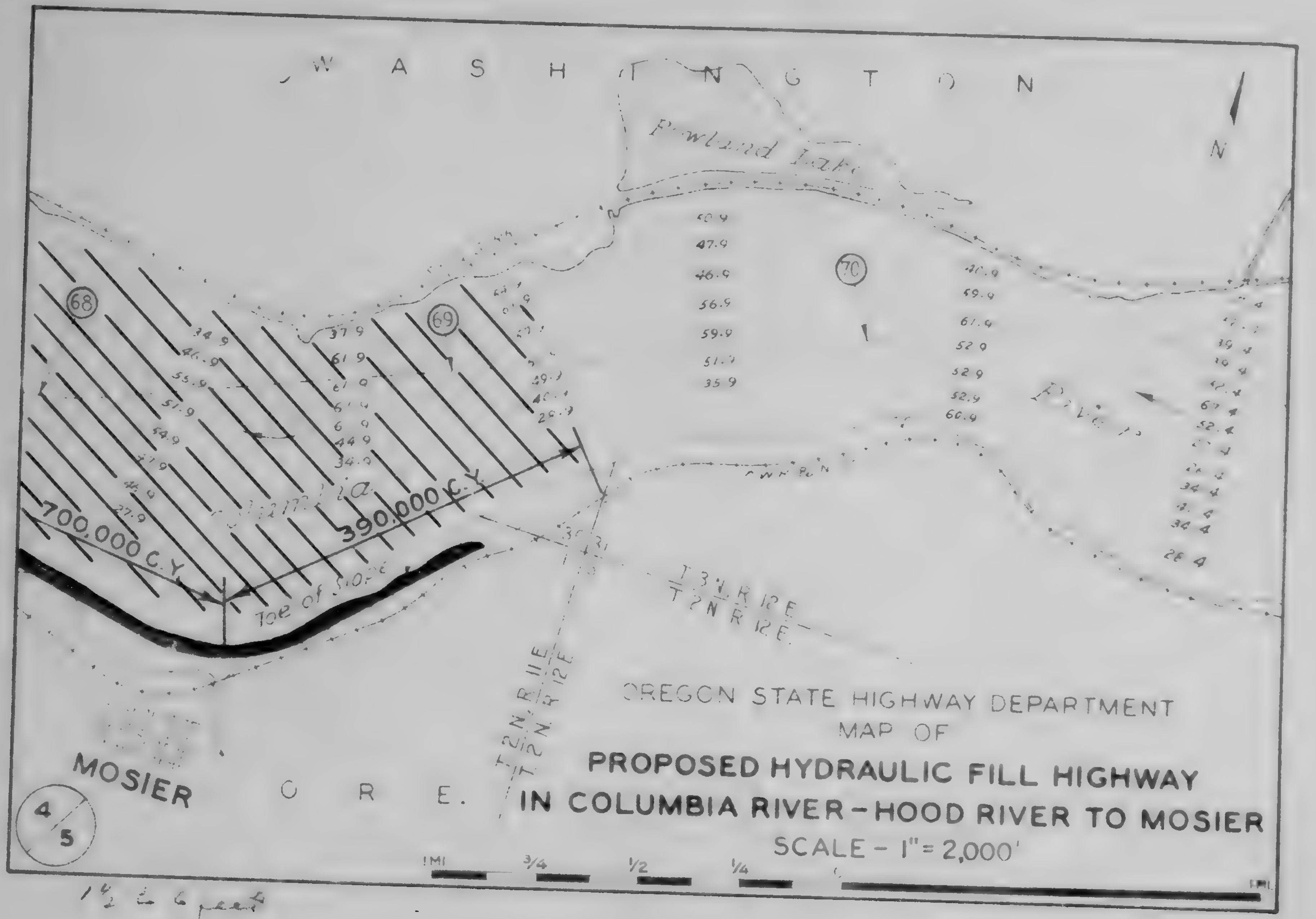
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'

Incl #1 2



OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER - HOOD RIVER TO MOSIER
SCALE - 1" = 2,000'

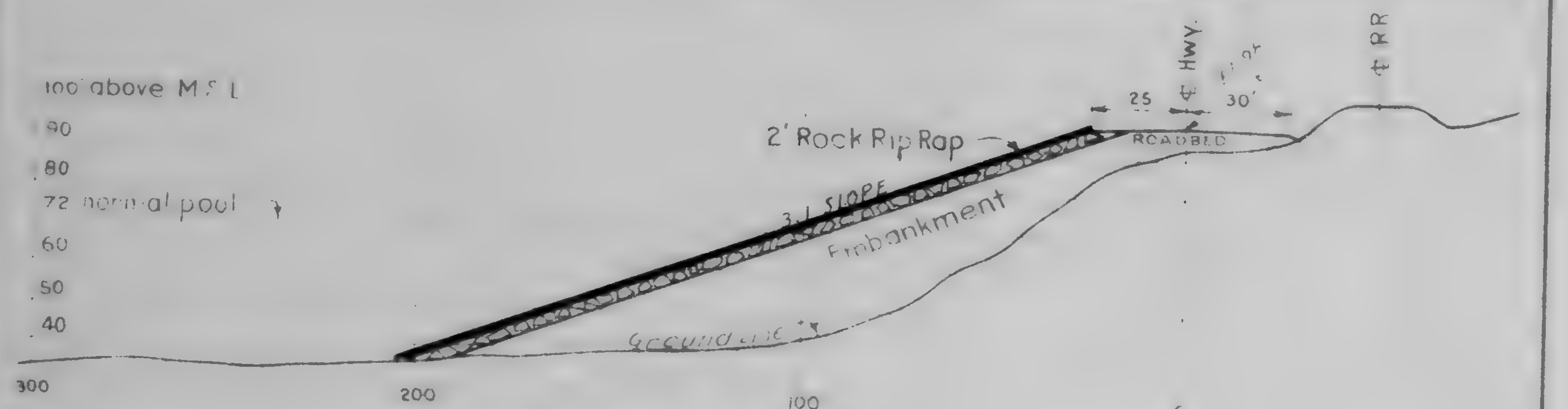
Inc #1³



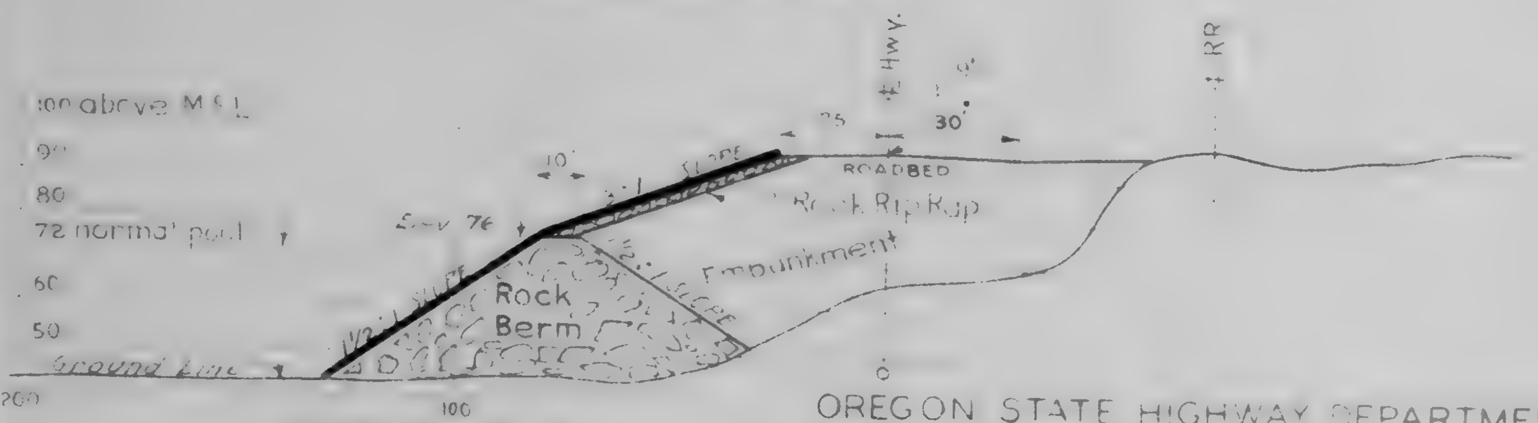
OREGON STATE HIGHWAY DEPARTMENT
MAP OF
PROPOSED HYDRAULIC FILL HIGHWAY
IN COLUMBIA RIVER – HOOD RIVER TO MOSIER
SCALE – 1" = 2,000'

1½ to 6 feet

Sec 1 #14



SECTION A-A



SECTION B-B

OREGON STATE HIGHWAY DEPARTMENT
TYPICAL SECTION

PROPOSED HYDRAULIC FILL HIGHWAY IN COLUMBIA RIVER – HOOD RIVER TO MOSIER

SCALE - 1" 50'

5/5

Sec. #15

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON

CIRCULAR

Supplemental statements on provisions of
river and harbor act of March 3, 1899,
for information and guidance of permittees.

Sections 9 and 10 of the river and harbor act of March 3, 1899, prohibit the placing of any structures in or over any navigable waters of the United States, or excavating or depositing material therein, unless authorized by federal permit before the work is begun. The act, in effect, makes it unlawful to deviate from plans attached to and forming a part of a permit, either before or after completion of the work. Structures built not in accordance with the approved plans automatically become illegal, in the meaning of the law, and can be endowed with a lawful status only by a special act of Congress.

You are, therefore, cautioned that if any material changed in the location or plans of authorized work are found necessary, on account of unforeseen circumstances, revised plans should be submitted to this office, in order that such plans may receive the approval required by law, before construction is commenced.

C. F. Williams,
Major, Corps of Engineers,
District Engineer.

10

FA-108(1) Metolius-Culver & N. Unit, 1951
Culver-Juniper Butte Sec's., Metolius-Culver & Culver-Juniper Butte
#3533 Co. Rds. near Madras

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 16, 1952

(CONTRACT NO.) FH-108(1)	(EST. NO.)	(CONTRACTOR)	
3533	5-final	F. L. Somers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16969	R-49544	$ 3,205.12	9/25/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1951

Time Extensions: Extended to Nov. 17, 1951

Completion Date: Nov. 17, 1951

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 9 1952
FOR FILING

September 8, 1952

Mr. [illegible]
P. O. Box 935
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission at its meeting held on August 19, 1952, had under discussion your request for an extension of time of 33 days, from October 15 to November 17, 1951, within which to complete your contract No. 3533 for surfacing on the Metolius-Culver and North Unit, Culver-Juniper Butte Section of the Metolius-Culver and Culver-Juniper Butte County Roads in Jefferson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

Lowell Stratton,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
9-9-52

RECEIVED
1952
FOR FILING

August 26, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway contract No. 3533, for surfacing on the Metolius-Culver and North Unit, Culver-Juniper Butte Section of the Metolius-Culver and Culver-Juniper County Roads in Jefferson County, was completed by the contractor, F. L. Somers, on November 17, 1951 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $3,205.12 will be released to the contractor on or after September 8, 1952. The total contract amount is $106,837.32, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

RECEIVED
[illegible]
FOR FILING

August 13, 1952

Request for extension of time
No. 8
August 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from F. L. Somers for an extension of time on Contract No. 3531, Metolius-Culver and Culver-Juniper Butte Section of Jefferson County roads, from October 15, 1951 to November 17, 1951.

The cinder pit specified for this project was secured under permit from the Bureau of Land Management. However, at the time the contractor attempted to enter the pit a private party had assumed, or attempted to assume, jurisdiction over this land, and refused to permit the contractor to enter thereon. It required several weeks negotiation with the private party and the government official before the contractor could be cleared to enter the pit. This delay caused the overrun of the contract time.

I would recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
FORM E-128X 25M 11-51
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 12, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3533, Metolius-Culver and N. Unit, Culver-Juniper Butte Section, Ore. S-108 (1) and S-107 (1), from October 15th, 1951 to November 17th, 1951, to F. L. Somers, contractor.

The cinder pit for this project was secured under permit from the Bureau of Land Management. However, at the time that the contractor attempted to enter the pit a private party had assumed, or attempted to assume, jurisdiction over this land, and refused to permit the contractor to enter thereon. It required several weeks negotiation with the private party and the government officials before the contractor could be cleared to enter the pit. This delay caused the overrun of the contract time.

I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Ass't. State Highway Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams ✓

R. H. Baldock

FOR FILING

[illegible] 10, 1952

FINAL COST ANALYSIS

Contract #3533

Prefix 216-1022

Metolius-Culver & N. Unit, Culver Juniper Butte

Cinder Surfacing
F. L. Somers, Contractor

S 107 (1) & S 108 (1)
Lowell S. Stratton, Resident Engineer

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Wood & Conc. Box Culvert	All		$100.00	$	$ 83.31	$ 100.00
Struct. Exc., Unclass.	169	Cu. Yds.	5.00	3.71	626.38	845.00
Blade, Grader	203.1	Hours	10.00	9.62	1,953.68	2,031.00
Roller on Subgrade	23	"	6.00	5.67	130.45	138.00
18" Corr. Metal Pipe	4	Lin. Ft.	5.00	5.63	22.53	20.00
24" Corr. Metal Pipe	36	" "	8.00	6.74	242.74	288.00
36" Corr. Metal Pipe	14	" "	14.00	12.10	169.37	196.00
18" Arch Type Metal P.	4	" "	6.00	5.41	21.65	24.00
22" Arch Type Metal P.	98	" "	7.00	5.82	570.76	686.00
29" Arch Type Metal P.	24	" "	14.00	9.11	218.62	336.00
43" Arch Type Metal P.	12	" "	15.00	11.80	141.56	180.00
12" Conc. Pipe	618	" "	2.50	2.19	1,351.52	1,545.00
18" Conc. Pipe	60	" "	5.00	4.23	253.92	300.00
24" Conc. Pipe	24	" "	6.00	5.35	128.37	144.00
30" Conc. Pipe	3	" "	10.00	6.73	20.20	30.00
Salv. Culv. Pipe	51	" "	3.00	1.54	78.54	153.00
Cinders in Surfacing	71,165.5	Cu. Yds.	1.10	1.05	74,799.72	78,282.05
Pit-Run Gravel in Surf.	12,194	" "	1.50	0.93	11,275.02	18,291.00
Sprinkling	1,561.9	M/Gals.	2.00	2.08	3,242.51	3,123.80
P.A. 1# Removal of Wooden Pipe & Replace with Steel P.		All			86.55	124.47
					$95,417.40	$106,837.32

C. H. B. [illegible]

Gross Revenue	$106,837.32
Total Cost	95,417.40
Net Profit	$ 11,419.92

Net Profit Equals 10.7% of Gross Revenue

Metolius-Culver & N. Unit, Culver-Juniper Butte
Contract #3533

Detail of Cost

Labor:					
Labor and Supervision				$29,857.87	
Labor Insurance				2,000.80	
					$31,858.67
Materials:					
18" Corr. Metal Pipe	4'	at	$2.90	$ 11.60	
18" Corr. Metal Band	1	"	2.92	2.92	
24" Corr. Metal Pipe	36'	"	4.38	157.68	
24" Corr. Metal Bands	2	"	4.88	9.76	
36" Corr. Metal Pipe	14'	"	8.86	124.04	
36" Corr. Metal Band	1	"	8.29	8.29	
18" Corr. Metal Arch Type and Band				13.76	
22" Corr. Metal Arch Type	98'	"	3.66	358.68	
22" Corr. Metal Bands	5	"	4.76	19.04	
29" Corr. Metal Arch Type	24'	"	6.22	149.28	
29" Corr. Metal Bands	2	"	6.62	13.24	
43" Corr. Metal P. Arch Type & Band				110.19	
12" Conc. Pipe	618'	"	1.12	692.16	
18" Conc. Pipe	60'	"	2.40	144.00	
24" Conc. Pipe	24'	"	3.40	81.60	
30" Conc. Pipe	3'	"	4.65	13.95	
6" Steel Pipe				55.20	
					1,965.39
Equipment Rentals & Misc. Expense:					
Equipment Rentals (Owned)				$28,225.22	
Hired Trucks (Inc. operators)				18,809.12	
Gas, Oil, & Grease				8,631.02	
Lumber				81.06	
P. U. C. Fees				483.25	
P.L. & P.D. Insurance				364.27	
Royality on Cinders	at .03 per yd.			996.95	
Cost of Water				172.35	
Small Tools & Misc. Supplies				846.00	
Bond				657.60	
Home Office & General Overhead				2,326.50	
					61,593.34
Total Cost					$95,417.40

Metolius-Culver & N. Unit, Culver-Juniper Butte
Contract #3533

Remarks:

This was a "Federal Aid Secondary Project" for the construction of 12.04 miles of cinder surfacing on the Metolius-Culver & N. Unit, Culver-Juniper Butte Section of the Metolius-Culver & Culver-Juniper Butte County Roads in Jefferson County. This contract was bid May 24, 1951, and awarded June 12, 1951, work was started August 10, 1951, and the project was completed November 17, 1951.

The cinder pit specified and used on the Metolius-Culver Section was located 4.8 miles north and west of the Metolius-Culver County Road at M. P. 1.18. The contractor elected to build a new haul road to this pit, which cut down his hauling distance approximately 2 miles. A 3/4 cubic yard shovel was used in loading cinders into trucks hauling 9 cubic yards (4 company owned and 3 rented.) Cinders from this pit were handled on the road with two power blade and 2-10 ton roller.

On the N. Unit, Culver-Juniper Butte Section, cinders were purchased on the royality basis from a privately owned pit, known locally as the Campbell pit, and located 1.4 miles west of M. P. 5.73 on the Culver-Juniper Butte County Road. The cinders from this pit were hard to dig. A considerable amount of large boulders were encountered. The contractor used a D-6 cat and dozer to strip the pit and doze to the 1½ cubic yard shovel. But this dozer proved inadequate and was replaced with a T.D. 24 cat and dozer. All material from this pit was hauled in rented trucks.

The pit run gravel was taken from gravel pit located on the east side of and adjacent to The Dalles-California Highway at M. P. 99.85; said pit being 2.1 miles north and east of the northerly end of Unit No. 1 of the project. All material was loaded with a 1½ cubic yard shovel and hauled to the road in hired trucks and handled on the road with power blade and 10 ton roller.

Having good bid prices with good supervision, the contractor realized a fair profit from this contract.

F. H. Clymer
Cost Analyst

By . . . K. T. Wechter

RECEIVED

FOR FILING

FORM E-123X 25M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 31, 1952

Mr. Irving Rand
Attorney at Law
Public Service Building
Portland, Oregon

Re: Rawson v. Somers
Our file L-1774

Dear Mr. Rand:

I have received your letter relative to the case of Rawson v. Somers wherein you make inquiry as to the interest of the Highway Department.

The land in question was acquired by the United States by warranty deed dated July 15, 1937. On April 19, 1940, the State of Oregon leased 1150.89 acres in the vicinity of the land in question from the United States. This lease, expiring on June 30, 1988, was amended on October 21, 1941, to embrace 1520 additional acres, including the tract in question. The lease contains a specific provision permitting the State to remove "stone, gravel and similar substances" from the property leased.

Last Spring, Mr. Somers entered into a contract with the State pertaining to highway construction in Jefferson County. One of the provisions of this contract was that he could utilise the leased portion of Round Butte as a source of cinders. In view of our contractual obligation to Mr. Somers, we have undertaken his defense in the suit instituted by Mr. Rawson. Although the United States has a reversionary interest in the property in question, which is a strong legal right, we are the real party in interest in this litigation.

I have been relieved from participation in the case of State v. H K D Corporation in Multnomah County, and, in connection with your second paragraph, both Mr. Miller and I can see no reason why you should not feel free to represent the plaintiff should you so desire. Since you state that your letter may be taken as an answering brief, I conclude that you are appearing for the plaintiff.

We are very pleased that you have written to Senator Cordon suggesting the enactment of clarifying legislation. It is obviously badly needed. However, we do not believe that it should be of such form that it can be utilized as a means of ousting the State, or any other lessee of the United States, from their leasehold interest.

I shall file a reply to your answering brief by February 8, 1952, unless Judge Hamilton should desire some other course of action.

Very truly yours,

C. W. ENFIELD, Chief Counsel

By
RALPH WYCKOFF

RW:mb

cc: Farrens & Maxwell
1st Federal Savings & Loan Bldg.
Klamath Falls, Oregon

Mr. Donald W. McEwen
Assistant U. S. Attorney
U. S. Court House
Portland, Oregon

Office of the Solicitor
U. S. Bank Building
Portland, Oregon
Att: Mr. Rue

Hon. Ralph S. Hamilton
Circuit Judge
Bend, Oregon

Mr. W. C. Williams
Mr. G. H. Armstrong

RECEIVED
DEC 18 1951
FOR FILING

[illegible]
[illegible]
3533

December 18, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to F. L. Somers on contract No. 3533, for surfacing on the Metolius-Culver and North Unit, Culver-Juniper Butte Section of the Metolius-Culver County Road in Jefferson County.

This payment, in the amount of $7,840.46, will be released to the contractor on or after December 28, 1951. The retained percentage is $3,205.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
12-18-51 gl

Form E-1—10M—4-51

FA-108(1)
2

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Metolius-Culver N. Unit, Culver Juniper Butte
Highway Metolius-Culver County Road and Culver-Juniper Butte County Road
Contractor F. L. Somers
Date of contract June 12, 19 51
Date work started August 10, 19 51
Amount of contract . . . . $ 109,603.00

For Week Ending December 1, 19 51
Kind of work Surfacing
Section prefix 216-1022
Contract number 3533
Date of completion October 15, 19 51
~~Estimated~~ date of completion November 17, 19 51
Per cent of time elapsed 127 %

Estimated cost of completed project, exclusive of engineering $106,837.32
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering cost to date $ ~~8,550.12~~ 9,600, 109 %
Date project was completed November 17, 19 51

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and supporting data turned in to the Division Office Friday November 30, 1951.

Mr. J. W. DeSouza, was in the office Wednesday, he didn't have any information on the Round Butte Cinder Pit.

Mr. Sam Rawson is still hauling cinders from Round Butte and the other local Sand & Gravel men are screaming there heads off, because Rawson can under bid them.

Attached is Rawson's add out of the local paper.

Final Report.

● Mason Sand **● Concrete Sand**
● Gravel **● Crushed Rock**
● Topsoil **● Shovel Work**

CINDERS

RAWSON SAND
& GRAVEL

Phone 2362 (evenings) **Madras**

NOTED
H. G. SMITH

RECEIVED
DEC 3 1951
OFFICE OF
CONSTRUCTION ENGINEER

Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.04			
Miles partially completed					
Miles completed		12.04			
Total estimated quantities		85,400			
Estimated quantities moved or placed to date		83,359.5			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		0			
Hours per shift		0			
Average force on project for week		0			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Fair		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Cloudy		
Saturday	Cloudy		

STATE PRINTING DEPT. 48418

November 28, 1951

Honorable T. A. Power
Jefferson County Judge
Madras, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

[illegible]
Harold C. Ayers

Dear Sir:

Contract No. 3533 for the construction of the Metolius-Culver Section, Oregon Project S-108(1), was completed November 17, 1951.

Under the terms of the maintenance agreement signed by the County on May 2, 1951, and by the State Highway Commission on May 10, 1951, the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, November 17, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

November 28, 1951

Honorable T. A. Power
Jefferson County Judge
Madras, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Dear Sir:

Contract No. 3533 for the construction of the Culver-Juniper Butte Section, Oregon Project S-107(1), on FAS 547 in Jefferson County was completed November 17, 1951.

Under the terms of the maintenance agreement signed by the County on May 2, 1951, and by the Highway Commission on May 10, 1951, the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, November 17, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

S-108(1)
S-107(1)

FORM E-125X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

November 23, 1951

NOTED
J. W. CATTRALL

Mr. C. G. Folk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

N[illegible]D
J. [illegible]N

FAS [illegible]
[illegible]

Dear Sir:

This is to advise you that work was completed on November 17, 1951 on Contract No. 3533, Metolius-Culver and N. Unit, Culver-Juniper Butte Section, in connection with Federal Aid Project No. S-108 (1) and S-107 (1).

FAS 548
Oregon [illegible]
[illegible]

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:cw

NOTED
[illegible]

RECEIVED
NOV 26 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

2a

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-108(1)
Metolius-Culver Section

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

2 (Revised 1946)

Or 104

State Oregon

Federal Aid Secondary

Project No. S-108(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of January, 1951, a program, which was approved on the 7th day of February, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-nine thousand and 00/100 dollars ($29,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ....

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+10 in the NW 1/4, Section 33, T. 11 S., R. 13 E., W.M., and survey station 304+00 on the west boundary of Section 18, T. 12 S., R. 13 E., W.M., without exception,

............, length 5.757 miles, in Jefferson County, being Oregon Federal Aid / Secondary project No. S-108(1), consisting of 5.757 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ... ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-nine thousand and 00/100 dollars ($29,000.00), which does not exceed the authorized Federal pro rata share of sixty-two thousand, eight hundred fifty-seven and 30/100 dollars ($62,857.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By [illegible] H Reynolds
Member, State Highway Commission
(Title of officer)

By M. J. McKay
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
[illegible]
STATE HIGHWAY ENGINEER

Attest
[illegible]
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By [illegible]
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-107(1)
North Unit, Culver-Juniper Butte Sec.

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Iron

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-107(1)
North Unit, Culver-Juniper Butte Sec.

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

L. J. Caufield
Principal Highway Engineer

Encl.

(Revised 1946)

State Oregon
Project No. S-107(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of January, 1951, a program, which was approved on the 7th day of February, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-one thousand and 00/100 dollars ($31,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+13 at the east boundary of Section 18, T-12-S, R-13-E, W.M., and survey station 331+50 in the SE 1/4, Section 2, T-13-S, R-12-E, W.M., without exception

, length 6.276 miles, in Jefferson County, being Oregon Federal Aid/Secondary project No. S-107(1), consisting of 6.276 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11378-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-one thousand and 00/100 dollars ($31,000.00), which does not exceed the authorized Federal pro rata share of fifty-seven thousand seven hundred six and 00/100 dollars ($57,706.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By

Chairman, State Highway Commission
(Title of officer)
By Chas H Reynolds

Member, State Highway Commission
(Title of officer)
By

Member, State Highway Commission
(Title of officer)
By

(Title of officer)
By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS,
By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11570-2

RECEIVED
1951
DIVISION 8

RECEIVED
OCT 1 1951

RECEIVED
OCT [illegible]
FOR FILING

[illegible]
[illegible]
[illegible]

Salem, Oregon
October 18, 1951

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing on the Metolius-Culver County Road, approximately ½ mile southwest of the town of Metolius.

The crossing referred to is at Station 1+76 of the Metolius-Culver project, Contract No. 3533.

The installation should be made prior to the completion of the Contract, which is estimated to be October 31, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

c.c.: S. E. Chandler

RECEIVED
AUG 22 1951
FOR FILING

FA-108 (1)
S-107 (1)
3533

August 14, 1951

Mr. C. C. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 10, 1951 on Contract No. 3533, Metolius-Culver and N. Unit, Culver-Juniper Butte Section, in connection with Federal Aid Project No. S-107 (1), FA-108 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED
SEP 9 1952
FOR FILING

[illegible]

[illegible]

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Metolius-Culver Section, Project No. S-108 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-108 (1)

METOLIUS-CULVER SECTION OF THE
METOLIUS-CULVER ROAD IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 2010
Roadway (Sta. 0+10 to 304+00)

90	cu. yds.	Structural Excavation, Unclassified	$ 5.00	$ 450.00
120	hrs.	Blade Grader	10.00	1,200.00
24	hrs.	Roller on Subgrade	6.00	144.00
6	lin. ft.	18" Corrugated Metal Pipe	5.00	30.00
12	lin. ft.	24" Corrugated Metal Pipe	8.00	96.00
18	lin. ft.	36" Corrugated Metal Pipe	14.00	252.00
80	lin. ft.	22" Arch Type Corrugated Metal Pipe	7.00	560.00
9	lin. ft.	29" Arch Type Corrugated Metal Pipe	14.00	126.00
250	lin. ft.	12" Concrete Pipe	2.50	625.00
40	lin. ft.	18" Concrete Pipe	5.00	200.00
10	lin. ft.	24" Concrete Pipe	6.00	60.00
39,000	cu. yds.	Cinders in Surfacing	1.10	42,900.00
5,800	cu. yds.	Pit-run Gravel in Surfacing	1.50	8,700.00
900	M-gals.	Sprinkling	2.00	1,800.00
			Subtotal	$57,143.00
			10% Engr. & Cont.	5,714.30
			Total	$62,857.30

Length	5.757 miles
Cost per mile	$10,918.41

Federal Secondary Funds- -	$29,000.00
State Funds- -	33,857.30
	$62,857.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous notification by telephone that individual project change requested April 19, 1951 revising the length and cost of Item 132, Project S-108(1), Postwar Federal Aid Secondary Highway Program has been approved effective April 26, 1951.

The item will now appear on the program as follows:

Item	132
County	Jefferson
Project No.	S-108(1)
FAS Route	548
State Route	County Road
Termini	FAS 549 near Metolius to FAS 547 west of Culver
Estimated Project Cost	
Total	$48,000
Federal	$29,000
State	$19,000
Length	5.76 mile

Very truly yours,

C. G. Polk
Acting District Engineer

By R E McMullen
R. E. McMullen
Program and Planning Engineer

S-108(1)

May 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing three copies of a statement that the specifications for Federal Secondary Projects No. S-106 (1), S-107 (1) and S-108 (1) have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

SOUTH UNIT, GATEWAY-AGENCY PLAINS SECTION
PROJECT NO. S-106 (1)

NORTH UNIT, CULVER-JUNIPER BUTTE SECTION
PROJECT NO. S-107 (1)

METOLIUS-CULVER SECTION
PROJECT NO. S-109 (1)

Specifications for these projects have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 9, 1951

April 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Metolius-Culver Section, Project No. S-108 (1).

One set of full scale plans and one copy of special provisions are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-108 (1)

METOLIUS-CULVER SECTION OF THE METOLIUS-CULVER ROAD IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 27, 1951

Type Code 2010
Roadway (Sta. 0+10 to 304+00)

90	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 270.00
120	hr.	Blade Grader	8.50	1,020.00
24	hr.	Roller on Subgrade	7.50	180.00
6	lin. ft.	18" Corrugated Metal Pipe	5.50	33.00
12	lin. ft.	24" Corrugated Metal Pipe	7.50	90.00
18	lin. ft.	36" Corrugated Metal Pipe	13.00	234.00
80	lin. ft.	22" Arch Type Corrugated Metal Pipe	6.00	480.00
9	lin. ft.	29" Arch Type Corrugated Metal Pipe	9.00	81.00
250	lin. ft.	12" Concrete Pipe	2.50	625.00
40	lin. ft.	18" Concrete Pipe	4.00	160.00
10	lin. ft.	24" Concrete Pipe	5.00	50.00
39,000	cu. yds.	Cinders in Surfacing	0.90	35,100.00
5,800	cu. yds.	Pit-run Gravel in Surfacing	1.50	8,700.00
900	M-gal.	Sprinkling	2.50	2,250.00
			Subtotal	$49,273.00
			10% Engr. & Cont.	4,927.30
			Total	$54,200.30

Length	5.757 miles
Cost per mile	$9,414.67

Federal Secondary Funds- -	$29,000.00
State Funds- -	26,200.30
	$54,200.30

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

April 19, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

[illegible] Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Jefferson

Seventh Supplemental

Route No. FAS 548

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	132	S-108 (1)	FAS 549 near Metolius to FAS 547 west of Culver	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	40,000	24,000	16,000		
				TOTAL	40,000	24,000	16,000	6.00	
REQUESTED REVISION	132	S-108 (1)	FAS 549 near Metolius to FAS 547 west of Culver	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	48,000	29,000	19,000		
				TOTAL	48,000	29,000	19,000	5.76	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date April 19, 1951

By Asst. (State Highway Engineer)

Reason for change: Later and more complete data developed original estimate too low. Program change requested to increase Federal setup to more nearly represent permissible pro-rata share of revised estimate of cost.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—01033-1

METOLIUS-CULVER SECTION

PROJECT NO. S-108 (1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 27, 1951

May 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project No. S-108(1), Metolius-Culver Section of the Metolius-Culver County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please forward the usual copies of county maintenance and encroachment resolutions prior to the project agreement estimate submission.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
SEP 9 1952
FOR FILING

[illegible] S-107 (1)

3532

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the North Unit, Culver-Juniper Butte Section, Project No. S-107 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J[illegible]:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-107 (1)

NORTH UNIT, CULVER-JUNIPER BUTTE SECTION OF THE CULVER-JUNIPER BUTTE ROAD IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 2010
Roadway (Sta. 0+11 to 331+50)

All Required		Removal of Wood and Concrete Box Culvert		$ 100.00
80	cu. yds.	Structural Excavation, Unclassified	$ 5.00	400.00
130	hours	Blade Grader	10.00	1,300.00
26	hours	Roller on Subgrade	6.00	156.00
5	lin. ft.	18" Arch Type Corrugated Metal Pipe	6.00	30.00
10	lin. ft.	22" Arch Type Corrugated Metal Pipe	7.00	70.00
17	lin. ft.	29" Arch Type Corrugated Metal Pipe	14.00	238.00
14	lin. ft.	43" Arch Type Corrugated Metal Pipe	15.00	210.00
220	lin. ft.	12" Concrete Pipe	2.50	550.00
20	lin. ft.	18" Concrete Pipe	5.00	100.00
14	lin. ft.	24" Concrete Pipe	6.00	84.00
9	lin. ft.	30" Concrete Pipe	10.00	90.00
24	lin. ft.	Salvaging Culvert Pipe	3.00	72.00
33,600	cu. yds.	Cinders in Surfacing	1.10	36,960.00
7,000	cu. yds.	Pit-run Gravel in Surfacing	1.50	10,500.00
800	M-gals.	Sprinkling	2.00	1,600.00
			Subtotal	$52,460.00
			10% Engr. & Cont.	5,246.00
			Total	$57,706.00

Length	6.276 miles
Cost per mile	$9,194.71

Federal Secondary Funds- -	$31,000.00
State Funds- -	26,706.00
	$57,706.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

April 27, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of program change for the North Unit, Culver-Juniper Butte Section, Project No. S-107 (1).

One set of full size plans and one copy of special provisions are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-107 (1)

NORTH UNIT, CULVER-JUNIPER BUTTE SECTION OF THE CULVER-JUNIPER BUTTE ROAD IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 27, 1951

Type Code 2010
Roadway (Sta. 0+11 to 331+50)

All Required		Removal of Wood and Concrete Box Culvert		$ 100.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
130	hours	Blade Grader	8.50	1,105.00
26	hours	Roller on Subgrade	7.50	195.00
5	lin. ft.	18" Arch Type Corrugated Metal Pipe	6.00	30.00
10	lin. ft.	22" Arch Type Corrugated Metal Pipe	6.00	60.00
17	lin. ft.	29" Arch Type Corrugated Metal Pipe	9.00	153.00
14	lin. ft.	43" Arch Type Corrugated Metal Pipe	18.00	252.00
220	lin. ft.	12" Concrete Pipe	2.50	550.00
20	lin. ft.	18" Concrete Pipe	4.00	80.00
14	lin. ft.	24" Concrete Pipe	5.00	70.00
9	lin. ft.	30" Concrete Pipe	8.00	72.00
24	lin. ft.	Salvaging Culvert Pipe	2.00	48.00
33,600	cu. yds.	Cinders in Surfacing	0.90	30,240.00
7,000	cu. yds.	Pit-run Gravel in Surfacing	1.50	10,500.00
800	M-gal.	Sprinkling	2.50	2,000.00
			Subtotal	$45,695.00
			10% Engr. & Cont.	4,569.50
			Total	$50,264.50

Length	6.276 miles
Cost per mile	$8,009.00

Federal Secondary Funds- -	$31,000.00
State Funds- -	20,264.50
	$50,264.50

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Folk
~~Acting~~ (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

April 19, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

F.A. Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Jefferson

Seventh Supplemental

Route No. FAS 547

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	131	S-107 (1)	FAS 549 at Culver to FA 4 near Juniper Butte	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	60,000	36,000	24,000		
				TOTAL	60,000	36,000	24,000	8.60	
REQUESTED REVISION	131	S-107 (1)	FAS 549 at Culver to approx. 3 mi. west of Jct. with FA Rt. 4	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	60,000	36,000	24,000	6.30	
				TOTAL	60,000	36,000	24,000	6.30	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date April 19, 1951

By Asst. (State Highway Engineer)

Reason for change: Later and more complete data developed project cost to be greater than originally estimated. Accordingly, project length reduced to stay within approximate programmed amount.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—01030-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous notification by telephone that individual project change requested April 19, 1951 revising the length of Item 131, Project S-107(1), Postwar Federal Aid Secondary Highway Program has been approved effective April 26, 1951.

The item will now appear on the program as follows:

Item	131
County	Jefferson
Project No.	S-107(1)
FAS Route	547
State Route	County Road
Termini	FAS 549 at Culver to approx. 3 mi. west of Jct. with F.A. Route 4
Estimated Project Cost	
Total	$60,000
Federal	$36,000
State	$24,000
Length	6.30 mile

Very truly yours,

C. G. Polk
Acting District Engineer

By R E McMullen
R. E. McMullen
Program and Planning Engineer

May 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. S-107(1), North Unit, Culver-Juniper Butte Section of the Culver-Juniper Butte County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please forward the usual copies of county maintenance and encroachment resolutions prior to the project agreement estimate submission.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
JUL 19 1951
FOR FILING

July 18, 1951

Mr. F. L. Somers
P. O. Box 938
Klamath Falls
Oregon

Dear Mr. Somers:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3533, for surfacing on the Metolius-Culver and N.Unit Culver-Juniper Butte Section of the Metolius-Culver County Road and Culver-Juniper Butte County Road, Jefferson County, awarded June 12, 1951.

Contract No. 3535, for grading, surfacing and rock production on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County, awarded June 13, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encls. 2

RECEIVED
FOR FILING

FA - 108 (1)
S - 107 (1)
3533

June 13, 1951

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

Dear Mr. Somers:

Confirming my telegram to you of June 12th, the State Highway Commission has yesterday awarded to you Contract No. 3533 for surfacing on the Metolius-Culver and North Unit, Culver-Juniper Butte Section on the Metolius-Culver and Culver-Juniper Butte county roads near the towns of Metolius and Culver south of Madras in Jefferson County. This award was based on your low bid of $109,603 submitted on May 24, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

S+C

STIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

AGENDA
June 18 1951

47

Salem, Oregon
June 12, 1951
4:45 p.m.

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

State Highway Commission awarded you today contract for Metolius-Culver and North Unit, Culver-Juniper Butte Section of Metolius-Culver and Culver-Juniper Butte county roads in Jefferson County, based on your low bid submitted May 24, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files

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RECEIVED

FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

3533

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of June 11, 1951, we hereby concur as of this date in award of contract for combined projects S-107(1), North Unit, Culver-Juniper Butte and S-108(1), Metolius-Culver to F. L. Somers of Klamath Falls, who submitted the low bid at the opening of May 24, 1951.

Very truly yours,

C G Polk

C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

FL-108(1)
S-107(1)
3533

June 11, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Your concurrence is requested in the award on June 12 of contract for the Metolius-Culver and North Unit, Culver-Juniper Butte Section, Projects S-108 (1) and S-107 (1), to F. L. Somers of Klamath Falls on the bid of $109,603, submitted by him on May 24.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

[illegible]

[illegible]

June 6, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

As it is our well considered belief that the bid of $109,603 submitted by F. L. Somers of Klamath Falls for the Metolius-Culver and N. Unit, Culver-Juniper Butte Contract, Projects S-107 (1) and S-108 (1), is a reasonable bid regardless of the fact that it exceeded the engineer's estimate by approximately 15 per cent, we ask that you consider a deviation from the usual practice of refusing concurrence in contract award when the difference between the bid and the engineer's estimate exceeds 10 per cent.

In justification of this request, we point out the fact that competition for the contract was unusually good, there having been 14 bids for the work; also the fact that a review of the engineer's estimate shows a rather gross underestimate for the item "Cinders in Surfacing." Cost analysis for this item shows a fair price to be $1.17. In some manner the price for the item was entered in the estimate as 90¢. Correction of this underestimate raises the total of the engineer's estimate to $114,570 as compared with the low bid of $109,603.

Price analysis for the "Cinders in Surfacing" item is as follows:

Loading		$ .10
Hauling (11 miles at 7¢)		.77
Street work		.15
Profit		.15
	Total	$1.17

Please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

NOTED
J. W. CATTRALL

May 31, 1951

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In connection with the Oregon Projects S-106(1), S-107(1), and S-108(1), enclosed are the following documents executed by the proper state, county, and city officials:

S. Unit, Gateway-Agency Plains Section, S-106(1)
- Four copies of a maintenance agreement (Jefferson County)
- Four copies of an encroachment resolution (Jefferson County)

✓ N. Unit, Culver-Juniper Butte Section, S-107(1)
- Four copies of a maintenance agreement (Jefferson County)
- Four copies of an encroachment resolution (Jefferson County)
- Four copies of an encroachment resolution (City of Culver)

✓ Metolius-Culver Section, S-108(1)
- Four copies of a maintenance agreement (Jefferson County)
- Four copies of an encroachment resolution (Jefferson County)

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 5-50 40300

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1951

SUBJECT:

To:

Mr. John W. Cattrall
City & County Relations

Attached hereto, for further handling, are four fully executed copies each of maintenance agreements with Jefferson County in connection with the S. Unit, Gateway-Agency Plains Section, Oregon Project S-106(1) FAS Hwy. 546; the Metolius-Culver Section, Oregon Project S-108(1) FAS Hwy 548; and the N. Unit, Culver-Juniper Butte Section, Oregon Project S-107(1) FAS Hwy. 547.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each agreement has been sent to the County Court of Jefferson County.

Secretary

rn
attach: 3 (4)

RECEIVED
MAY 15 1951
ENGINEER
COUNTY & CITY RELATIONS

Oregon Project S-108(1)
FAS Highway 548, Jefferson Co.

RESOLUTION

WHEREAS, a County Road in Jefferson County, State of Oregon, known as the Metolius-Culver County Road, is routed through the County of Jefferson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jefferson County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 54 near Metolius westerly and southerly to FAS 547 near Culver, a distance of 5.76 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Jefferson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jefferson County, Oregon, that no encroachments will be permitted on the county road, known

as the Metolius-Culver County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jefferson County, Oregon, this 2nd day of May, 1951.

Attest:

Nellie Watts
County Clerk

By
County Judge

By Chester S. Luelling
County Commissioner

By
County Commissioner

Oregon Project S-107(1)
F[illegible] Hwy. 547, Jefferson Co.

RESOLUTION

WHEREAS, a County Road in Jefferson County, State of Oregon, known as the Culver-Juniper Butte County Road, is routed through the County of Jefferson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jefferson County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 549 westerly and southerly to State Highway Engineer's Survey Station 331+50, approximately 225' north of a road junction on the south line of Section 2, T. 12S., R. 12E., W.M.; a distance of 6.28 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Jefferson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jefferson County, Oregon, that no encroachments will be permitted on the county road, known

as the Culver-Juniper Butte County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jefferson County, Oregon, this 2nd day of May, 1951.

Attest:

By T G Power
County Judge

County Clerk

By Chester S Luelling
County Commissioner

By
County Commissioner

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FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. S-107(1), North Unit, Culver-Juniper Butte Section of the Culver-Juniper Butte County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please forward the usual copies of county maintenance and encroachment resolutions prior to the project agreement estimate submission.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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OR FILING

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[illegible]
Prog. Pay

April 16, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the railway grade crossing at about Station 16 of the Culver-Juniper Butte Project, S-107 (1), for which project we plan to receive bids in May.

The crossing is a 3-track crossing of the Oregon Trunk Railway, as follows:

Main line track	Station 15+72
Passing track	Station 15+86
Siding	Station 16+27

The daily train traffic is 8. The daily vehicular traffic is 100. Present protection consists of 1 cross-buck sign, 2 advance warning signs and 2 stop signs, none of which is reflectorized.

To meet the requirements of G.A.M. No. 63, we will substitute for the present protection, before completion of Project S-107 (1), 2 reflectorized cross-buck signs and 2 reflectorized advance-warning signs, the advance-warning signs carrying the standard "3-tracks" indication.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

N DISTRICT
MONTANA
OREGON
IDAHO
WASH
[redacted]

P. O. BOX 3900
PORTLAND 8, OREGON

May 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project No. S-108(1), Metolius-Culver Section of the Metolius-Culver County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Please forward the usual copies of county maintenance and encroachment resolutions prior to the project agreement estimate submission.

Very truly yours,

C. C. POLK
Acting District Engineer

ED
APR 51
FOR FILING

April 16, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the railway grade crossing at Station 1+76 of the Metolius-Culver Secondary Project, S-108 (1), for which project we plan to receive bids in May.

The railway crossed is the Oregon Trunk. The daily train traffic is 8. The daily vehicular traffic is 100. Present protection consists of 1 cross-buck sign, 2 advance-warning signs and 2 stop signs, none of which is reflectorized.

To meet the requirements of G.A.M. No. 63, we will substitute for the present protection, before completion of Project S-108 (1), 2 reflectorized cross-buck signs and 2 reflectorized advance-warning signs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

NOTED
J. W. CATTRALL

May 7, 1951

Mr. I. G. Stewart
City Recorder
Box 74
Culver, Oregon

Contract 3533
Proj. S-107(1)
FAS 547
Jefferson Co & Culver

Dear Sir:

This is to acknowledge receipt of six copies of an encroachment resolution in connection with the improvement of the Culver-Juniper Butte County Road.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RESOLUTION

WHEREAS, ~~[illegible]~~ FAS Highway No. 547 of the State of Oregon, known as the Culver-Juniper Butte County Road ~~Highway~~, is routed through the City of Culver, Jefferson County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

> "C" Street from the Culver State Highway westerly to the west city boundary.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said highway until and unless the said City of Culver will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Culver, Jefferson County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by FAS Highway No. 547 of the State of Oregon, known as the Culver-Juniper Butte County Road ~~Highway~~, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Culver, Jefferson County, Oregon, this First day of May, 1951.

Attest: J. G. Stewart
City Recorder

Bernard Burke
Mayor

NOTED
J. W. CATTRALL

Salem, Oregon
May 7, 1951

Mr. W. C. Williams
OFFICE

Enclosed are six copies each of maintenance agreements between Jefferson County and the State Highway Commission in connection with the S. Unit, Gateway-Agency Plains Section, the Metolius-Culver Section, and the N. Unit, Culver-Juniper Butte Section. All copies of each agreement have been executed by the proper county officials and are now ready for presentation to the Commission.

As four copies of each agreement must be forwarded to the B.P.R., please have the Highway Commission execute all six copies of each agreement.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

NOTED
J. W. CATTRALL

May 7, 1951

Mrs. Nellie Watts
Jefferson County Clerk
Madras, Oregon

Dear Madam:

This is to acknowledge receipt of six copies each of three encroachment resolutions and seven copies each of three maintenance agreements signed by the County Court of Jefferson County. After signature by the State Highway Commission, one fully executed copy of each maintenance agreement will be returned for the County's records.

I wish to thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

JEFFERSON COUNTY
"The Green Spot of Central Oregon"
MADRAS, OREGON

OFFICE OF COUNTY CLERK
NELLIE WATTS

May 3, 1951

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs,

Inclosed find the six copies of the three Resolutions and also the seven copies of the three Maintenance Agreements signed by the County Court of Jefferson County at their regular meeting May 2nd.

Very truly yours,
Nellie Watts
Mrs Nellie Watts, Co Clerk

RECEIVED
MAY 7 1951
ENGINEER
COUNTY [illegible]

April 27, 1951

Honorable T. A. Power
Jefferson County Judge
Madras, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

The Highway Commission plans to call for bids at its May 24-25 meeting on the S. Unit, Gateway-Agency Plains, the Metolius-Culver, and the N. Unit, Culver-Juniper Butte Sections of FAS Highways 546, 548, and 547 respectively. In connection with these projects the Federal Bureau of Public Roads requires that the County Court adopt a standard form of encroachment resolution and execute a maintenance agreement for each of the sections to be improved. The encroachment resolutions provide that the County will permit no encroachments on the right-of-way which will interfere with the free and convenient flow of traffic. The maintenance agreements provide that the County will maintain the sections after improvement in a satisfactory manner.

Enclosed are seven copies each of encroachment resolutions and maintenance agreements covering each of the three sections proposed for improvement. It would be appreciated if the County Court will adopt all three of the resolutions and return six copies, signed by the Court and attested by the County Clerk, of each resolution to this office. Also please execute all copies of each maintenance agreement and return all seven signed copies of each agreement to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records.

In order to clear these projects for contracting, we would like to have the signed resolutions and agreements in our hands prior to May 11, 1951.

Under separate cover we are forwarding a set of plans for each section. These plans are for the County's information and records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

Encl.

RECEIVED FOR FILING

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

3

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 27, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your April 20 letter (received April 25) it will be satisfactory to combine projects S 107(1) and S 108(1) in a single contract and likewise permit combination bidding for these two projects with the contract for project S 106(1) located about 10 miles distant from the other two.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Probert.

NOTED
W. C. WILLIAMS

RECEIVED
Apr [illegible] 1951
FOR FILING

April 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the three small secondary projects on county roads in Jefferson County, namely: Projects S-106 (1), S-107 (1) and S-108 (1).

Because of the small sizes of these projects, their proximity to each other and the similarity of work to be done, we propose to combine projects 107 (1) and 108 (1) in a single contract. We propose, also, to permit combination bidding for (1) the contract for project 106 (1), and (2) the contract for projects 107 (1) and 108 (1).

Projects 107 (1) and 108 (1) are contiguous, one with the other. Project 106 (1) is about 10 miles from the other two.

Bids for these projects are planned to be received on May 24 or 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

FAS 548 West of Culver - 1/8/51

FAS 547 West of Culver - 1/8/51

U-130(5) Bridgeton Rd.-Gertz Rd. & 1951
Columbia Slough-Columbia Blvd.
#3534 Sec., Pacific Hwy. (NE Union)

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 30, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3534	18-final	R. A. HEINTZ CONSTR. CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7662	R-65146	$1,023.78	4/29/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: to Nov. 28, 1952 without penalty

Completion Date: Nov. 28, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-1-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Floyd Query
acting Secty

Warrant Mailed:

a. g. Wiklander

RECEIVED
1953
FOR FILING
11-13[illegible]
3534

April 10, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Wash.

Gentlemen:

State Highway Contract No. 3534 for work performed on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Blvd. Section of the Pacific Highway East, Multnomah County, was completed by the contractor, R. A. Heintz Construction Co., on November 28, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $11,023.78 will be released to the contractor on or after April 20, 1953. The total contract amount is $375,497.36 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD
4-12-[illegible]

RECEIVED
FOR FILING

4-13(5)

3534

January 26, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. A. Heintz Construction Co. in connection with contract No. 3534, covering the Bridgeton Road-Certz Road and Columbia Slough-Columbia Blvd. Sections of the Pacific East Highway in Multnomah County.

This payment, in the amount of $20,374.60, will be released to the contractor on or after February 5, 1953. The retained percentage is $11,272.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD
1-26-53 g

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[illegible] 1953
FOR FILING

4-1-7-1

3-1

R

January 14, 1953

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 61 days, from September 30 to November 30, 1952, within which to complete your contract No. 3534 for grading and paving on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Blvd. Sections of the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request to November 28, 1952, the actual completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 2[illegible] 1952
FOR FILING

U-1-1(1)

3534

December 19, 1952

Request for extension of time
No. 16
January 6, 1953 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the R. A. Heintz Construction Company for an extension of time on Contract No. 3534, Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Section of the Pacific Highway East, from September 30, 1952 to November 30, 1952.

The contractor was unable to pave or install traffic separators at the Oregon Slough Bridge due to delay by state forces in jacking the bridge to its new grade. Also, they were not able to complete the concrete dividers at the north end of the project until the Union Avenue Service Road connections, which were being constructed under a separate contract, were in operation.

This contract was actually completed on November 28, 1952, and I recommend the extension be granted to that date without penalty. Mr. C. C. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

Enclosure

RECEIVED
DEC [illegible] 1952
FOR FILING

J-1-2 ([illegible])

December 16, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3534, Bridgeton Road - Gerts Road, and Columbia Slough - Columbia Boulevard Section of the Pacific Highway East, Ore. U-130 (4) and U-130 (5), from September 30, 1952 to November 28, 1952, to the R. A. Heintz Construction Co., Contractor.

The contractor was unable to pave or install traffic separators at the Oregon Slough Bridge due to delay by State Forces in jacking the bridge to its new grade. Also, they were not able to complete the concrete dividers at the north end of the project until the Union Avenue Service Road connections to the overpass were in operation. These service roads were under contract to another contractor.

For those reasons, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
DEC [illegible] 1952
FOR FILING

U-130(5)

3534

December 2, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 28, 1952, on Contract No. 3534, Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Section, in connection with Federal Aid Project No. U-130 (5), U-130 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrall

DRF/cjc

Form E-1

11-130(-)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Bridgeton Road - Gertz Road & Columbia Slough - Columbia Blvd.

For Week Ending Nov. 29, 1952

Highway Pacific - East

Kind of work Grading, Paving & Structures

Contractor R. A. Heintz Construction Co.

Section prefix 26-1009

Contract number 3534

Date of contract June 13, 1951

Date of completion July 31, 1952

Date work started June 23, 1951

Estimated date of completion Nov. 30, 1952

Amount of contract $383,883.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $383,883.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $29,500.00, 96 %

Date project was completed Nov. 28, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work has been completed on this project. There will be no further weekly reports.

This job was reported as completed on Nov. 28.

NOTED
E. G. SMITH

RECEIVED
CONSTRUCTION ENGINEER

Signed Lowell A. Johnston
Lowell A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.41	1.41			1.41
Miles partially completed	0	0			0
Miles completed	1.41	1.41			1.41
Total estimated quantities	156,300	16,173			12,627
Estimated quantities moved or placed to date	156,300	16,173			12,627
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 9 - 1952
FOR FILING

October 7, 1952

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 61 days, from July 31 to September 30,1952, within which to complete your contract No. 3534 for grading and paving on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Blvd. Section of the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 8 1952
FOR FILING

[illegible]

3534

September 9, 1952

Request for extension of time
No. 9
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from R. A. Heintz Construction Company for an extension of time on Contract No. 3534, Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Section of the Pacific Highway East, from July 31, 1952 to September 30, 1952.

The delay in the completion of the Columbia Slough Bridge being constructed under a separate contract, which delay was due to the steel strike, has prevented Heintz from completing his project on the Columbia Slough-Columbia Boulevard Section.

The contractor has pushed this project as much as has been possible, under the circumstances, and I therefore recommend that the extension be granted without penalty. Mr. C. C. Polk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure
cc Mr. H. G. Smith

hi

RECEIVED

FOR FILING

3534

August 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3534, Bridgeton Road - Gertz Road and Columbia Slough-Columbia Boulevard Section of the Pacific Highway East, Ore. U-130 (4 & 5) from July 31st, 1952 to September 30th, 1952, to R. A. Heintz Construction Company.

The delay in the completion of the Columbia Slough Bridge, which was due to slow steel delivery, has delayed Heintz in his completion of the Columbia Slough - Columbia Boulevard Section.

The contractor has pushed this project as much as has been possible, under the circumstances, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
MAR 2 1952
FOR FILING

OREGON DISTRICT

U-130(5)

3534

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 19, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 10 advising that you do not have approved copies of Extra Work Order No. 1 for Project U-130(5) and Price Agreement No. 1 for Project U-322(2).

Our files and those of the Division Office contain copies bearing the August 27, 1951 approval by Mr. Lynch and also bearing the notation that copies were sent to the State and to the District Office. Apparently, however, yours were lost and we are, therefore, returning the two copies transmitted with your March 10 letter, signed in accordance with your request.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

Encls.

RECEIVED

[illegible]VED
FOR FILING

U-130 (5)

3534

March 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Raods
State Highway Building
Salem, Oregon

Dear Sir:

Approved copies of the following price agreement and order for extra work have not been received:

Extra work order No. 1, Contract 3534,
F. A. Project U-130 (5), dated July 11, 1951.

Price agreement No. 1, Contract 3551,
F. A. Project No. U-322 (2), dated August 10.

We are enclosing one copy each of the above extra work orders for your approval if the copies originally sent toyou cannot be located. It is our understanding that these orders were approved August 27, 1951.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp
Encl.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 3rd, 1952

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of February 29th I forwarded signed Price Agreement No. 1 on the R. A. Heintz Construction Company contract for the Bridgeton Road-Gerts Road, Columbia Slough-Columbia Boulevard project on N.E. Union Avenue. This price agreement covered modifying drainage now crossing Union Avenue at Station 67+70, and routing this drainage parallel to Union Avenue into the existing drainage ditch which crosses Union Avenue at Station 74+77. In this letter I advised that we are to get a letter from the Peninsula Drainage District No. 2, agreeing to the elimination of the existing culvert, provided we contribute towards the construction of the parallel line between the two ditches.

I am forwarding herewith Original letter dated February 29th from Mr. J. H. MacKenzie, president of the Peninsula Drainage District No. 2, advising that the district wishes to make this change, and are willing to sign an agreement to that effect. Mr. MacKenzie suggests that we draw up the type of agreement we wish the district to sign.

The drainage district are now in process of securing the easement for this ditch line from Mr. Donaca, and it is my understanding that Mr. Heintz plans on starting work on this project at once.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:v
Encl.
cc: H. G. Smith
L. A. Johnston

MAY HARDWARE CO.

WHOLESALERS
GENERAL and BUILDERS HARDWARE, TOOLS, HOUSEWARES and STOVES

237 SOUTHWEST FRONT AVENUE, PORTLAND 4, OREGON
TELEPHONE CAPITOL 1711

Feb. 29, 1952

State Highway Commission
P. O. Box 4699
Portland, Oregon

Attention Mr. Skelton

Dear Mr. Skelton:

In order to make a record of what I talked to you about on the 'phone yesterday, I wish to state that the directors of ~~Multnomah~~ Peninsula Drainage District #2 met last Saturday, the 23d. in Mr. Heintz's office at which time we discussed the north culvert under Union Avenue.

This was partially destroyed in the 1948 flood and afterwards repaired but the west end was 4' or 5' lower than the east end. The east end was not low enough to drain the low areas.

It was proposed that we discontinue the north culvert and drain the water from the north culvert to the south culvert about 500' east of Union Avenue. The way we propose to drain this would be to put 500' of 36" culvert under Mr. Donaca's land. Mr. Donaca has agreed to give us right-of-way to do this for the sum of $500.00. The district will pay a sum of $1,500.00. In addition to this Mr. Tony Fazzio will pay $250.00 as an additional bonus to drain his low land and R. A. Heintz Construction Company will pay the same sum to drain his low land, and, if the State Highway Commission will pay $6,500.00, that will equal the total cost of the work which Mr. Heintz has offered to do for $8,500.00.

Please advise whether this is O.K. with the Highway Commission as soon as you can and we would also like your attorney to draw up a contract such as the Highway Commission will want.

Very truly yours

Peninsular Drainage District #2

J. H. MacKenzie

J H MacKenzie Pres

JHM:CS

RECEIVED
MAR 3 1952
OFFICE OF
DIVISION ENGINEER
DIVISION NO

RECEIVED
FOR FILING

FORM E-15 M REVISED 6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
PORTLAND
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2125

IN REPLY PLEASE REFER TO FILE NO.

NOTED
W. C. WILLIAMS

February 29, 1952

R. A. Haintz Construction Co.
Portland, Oregon

Gentlemen:

I am forwarding herewith proposed Price Agreement No. 1, which covers the modification of the drainage now crossing Union Avenue at Station 67+70 by routing this drainage parallel to Union Avenue and to an existing drainage ditch, which leads to the 5 foot culvert crossing Union Avenue at Station 74+77. This price agreement provides for a payment of $6500.00, which is to cover all expense to the state for the elimination of the restoration of the existing culvert at Station 67+70, including work previously done by yourself.

This project has been discussed with Mr. W. C. Williams, Assistant State Highway Engineer, and I am advised that approval of this project will be recommended to the Highway Commission by the State Highway Engineer. The matter of how this payment will be made has not yet been definitely determined, I believe, but will either be on the basis of this price agreement, or possibly to the drainage district, based on an agreement between the Highway Commission and the drainage district. I do not know that this detail should have any particular bearing on the work, and I can see no reason why this project cannot start at once, if you so desire.

It is my understanding that the cost of laying the 36 inch pipe between the culvert at Station 67+70, which is to be eliminated, and the ditch leading into the culvert at Station 74+77 is estimated to cost $8500.00, including the necessary easement for the culvert pipe line, and that the additional cost over the $6500.00 furnished from the state is to be paid by the drainage district and interested property owners.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
L. A. Johnston

RECEIVED
FOR FILING
FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 29,1952

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I am forwarding herewith signed Price Agreement No. 1 on contract 3534 to the R. A. Heintz Construction Company on the Bridgeton Road-Gertz Road, and Columbia Slough, Columbia Boulevard project on N.E. Union Avenue. This covers modifying the drainage now crossing Union Avenue at Station 67+70, and routing this drainage parallel to Union Avenue and to the existing drainage ditch crossing Union Avenue at Station 74+77. I am also enclosing copy of my letter of this date to Mr. Heintz.

My letter of February 25th to Mr. W. C. Williams, and a copy of a letter of February 29th from Mr. R. A. Heintz, pretty well covers the background of this proposed price agreement. In talking to Mr. Williams today on this matter, there was some question as to the manner in which this project would be handled. That is, whether it would be by agreement between the Highway Commission and the drainage district, or by Price Agreement being submitted herewith. We are to get a letter from Peninsula Drainage District No. 2, agreeing to the elimination of the existing culvert across Union Avenue, provided we contribute towards the cost of the construction of the parallel line between the two ditches. I talked to Mr. McKenzie, president of the district today, and the letter is now in process and should reach this office tomorrow. The district will be glad to have us enter into this direct agreement with Mr. Heintz, but is willing to work out an agreement with the commission should we so desire. In their letter, they will relieve us of any further responsibility on the maintenance of either the old culvert or the new one.

Briefly summarizing, under date of July 11, 1951, we presented Extra Work Order No. 1 in the amount of $10,000.00, covering the restoration of drainage under Union Avenue at Station 67+70. This is the amount that was originally set up, and this method of handling the restoration of this drainage and extending the same, is as provided for in the special provisions of our contract. The contractor did considerable investigation under this price agreement, and is now prepared to go ahead with the restoration of the existing culvert. Expenditure on this work to date is somewhere between $800.00 and $1000.00, which would be waived completely if the work is done in accordance with the price agreement.

The actual cost of the restoration of the existing pipe and the extension is somewhat difficult to determine, as it would depend to a great extent on the conditions we run into when we replace the portion of the existing culvert that has partially failed. It would appear that our minimum expense would be approximately $5000.00, and could well run into as much or more as the amount covered in this price agreement. The elimination of this existing cross culvert will save us approximately $4000.00 in installation cost for handling this drainage under these service roads.

Mr. Heintz plans on starting on this work on either March 3rd or 4th.

Yours very truly,

A G Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams

Form PR 2 (Revised 1946)

State Oregon

Project No. U-130(5)

Federal Aid Urban

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of December, 1950, a program, which was approved on the 30th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of May, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-six thousand and 00/100 dollars ($196,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 39+60 in the NW 1/4, Section 3, T. 1 N., R. 1 E., W.M., and survey station 88+97.5 inthe SE 1/4, said Section 3, all in the Portland Urban Area, without exception, length 0.935 miles, in Multnomah County, being Oregon Federal Aid Urban project No. U-130(5), consisting of 0.929 miles of roadway and one bridge of more than 20 feet clear span, 0.006 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety-six thousand and 00/100 dollars ($196,000.00), which does not exceed the authorized Federal pro rata share of three hundred forty-four thousand, four hundred eighty-seven and 00/100 dollars ($344,487.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

ORECON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. K. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

RECEIVED OCT 8 1951

RECEIVED OCT 9 - 1951 DIVISION 8

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U-130 (5)
3534

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1951

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

A Subcontract between R. A. Heintz Construction Company and Warren Northwest, Inc., covering items 25 to 32 inclusive, on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Contract No. 3534, Ore. U-130 (5) and U-130 (4), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams

C. G. Polk (2)
Bureau of Public Roads

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3.5.4

August 10, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Bridgeton Road-Gerts Road Section, Project No. U-130 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gm

Encl.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (5)

BRIDGETON ROAD-[illegible] ROAD SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1951

Type Code 6201
Roadway (Sta. 39+60 to 88+77.5)

All Required		Clearing and Grubbing (70%)		$ 6,825.00
1,800	sq. yds.	Removal of Pavement	$ 1.00	1,800.00
4,000	lin. ft.	Removal of Curbs	.50	2,000.00
All Required		Removal of Old Bridge		1,500.00
1,300	lin. ft.	Salvaging Wood Guardrail	.80	1,040.00
4,000	lin. ft.	Salvaging Wire Mesh Guardrail	1.00	4,000.00
260	cu. yds.	Structural Excavation, Unclassified	3.50	910.00
149,900	cu. yds.	Embankment in Place	.77	115,423.00
0.93	mile	Finishing Roadbed and Slopes	2,000.00	1,860.00
750	lin. ft.	12" - Metal Drain Pipe, Coated	2.75	2,062.50
800	lin. ft.	12" - Sewer Pipe	1.75	1,400.00
320	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	960.00
35	only	Concrete Catch Basins	65.00	2,275.00
560	cu. yds.	Concrete Curbs and Gutters	40.00	22,400.00
470	only	3/4" x 18" Dowel Bars in Gutters	.40	188.00
447	cu. yds.	Concrete Median Strip	35.00	15,645.00
9,300	cu. yds.	3" - 0 Material in Base	2.10	19,530.00
1,270	cu. yds.	3/4" - 0 Material in Base	3.00	3,810.00
220	M-gals.	Sprinkling	2.50	550.00
0.93	Mile	Preparation of Base	250.00	232.50
140	cu. yds.	3/4" - 0 Material in Binder Course	4.00	560.00
34	tons	Furnish and Placing MC-3 Asphalt in Binder Course	40.00	1,360.00
9,180	tons	Class "B" Asphaltic Concrete	5.75	52,785.00
33	tons	SS-1 Emulsified Asphalt in Seal Coat	40.00	1,320.00
200	cu. yds.	Aggregate in Seal Coat	4.00	800.00
200	cu. yds.	Excavation for Structures	5.00	1,000.00
450	lin. ft.	Furnish 12"x12" Treated Piling	2.50	1,125.00
18	only	Drive Treated 12"x12" Piles	50.00	900.00
14	cu. yds.	Class A Concrete	55.00	770.00
10	M-FBM	Treated Lumber in Place	200.00	2,000.00
1,800	lbs.	Metal Reinforcement	.11	198.00
3,600	lbs.	Structural Steel	.45	1,620.00
			Subtotal	$268,849.00
			10% Engr. & Cont.	26,884.90
			Total	$295,733.90

Type Code 1223
Overcrossing Structure (Sta. 42+63.3 to 42+92.7)

3	cu. yds.	Concrete Median Strip	$35.00	$ 105.00
20	tons	Class "B" Asphaltic Concrete	5.75	115.00
200	cu. yds.	Excavation for Structures	5.00	1,000.00
10	cu. yds.	Excavation below Elevations Shown	15.00	150.00
1,520	lin. ft.	Furnish Treated Stub Piling	1.70	2,584.00
3,800	lin. ft.	Furnish Untreated Stub Piling	.85	3,230.00
76	only	Drive Composite Timber Piles	70.00	5,320.00
430	cu. yds.	Class A Concrete	55.00	23,650.00
72,200	lbs.	Metal Reinforcement	.11	7,942.00
All Required		Electrical Work		225.00
			Subtotal	$44,321.00
			10% Engr. & Cont.	4,432.10
			Total	$48,753.10

Length of Roadway	0.929 mile
Length of Structure	0.006 mile
Total Length	0.935 mile
Cost per mile, Roadway	$318,335.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Roadway	$295,733.90	$168,261.00	$127,472.90
Structure	48,753.10	27,739.00	21,014.10
	$344,487.00	$196,000.00	$148,487.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (5)

BRIDGETON ROAD-GERTZ ROAD SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 4, 1951

Type Code 6201
Roadway (Sta. 39+60 to 88+97.5)

All Required		Clearing and Grubbing (70%)		$ 2,450.00
1,800	sq. yds.	Removal of Pavement	$ .75	1,350.00
4,000	lin. ft.	Removal of Curbs	.50	2,000.00
All Required		Removal of Old Bridge		2,000.00
1,300	lin. ft.	Salvaging Wood Guardrail	1.00	1,300.00
4,000	lin. ft.	Salvaging Wire Mesh Guardrail	1.50	6,000.00
260	cu. yds.	Structural Excavation, Unclassified	3.00	780.00
149,900	cu. yds.	Embankment in Place	.85	127,415.00
0.93	miles	Finishing Roadbed and Slopes	600.00	558.00
750	lin. ft.	12" - Metal Drain Pipe	3.00	2,250.00
800	lin. ft.	12" - Sewer Pipe	2.00	1,600.00
320	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	640.00
35	only	Concrete Catch Basins	75.00	2,625.00
560	cu. yds.	Concrete Curbs and Gutters	40.00	22,400.00
470	only	3/4"x18" Dowel Bars in Gutters	.50	235.00
447	cu. yds.	Concrete Median Strip	40.00	17,880.00
9,300	cu. yds.	3" - 0 Material in Base	2.00	18,600.00
1,270	cu. yds.	3/4" - 0 Material in Base	3.00	3,810.00
220	M-gals.	Sprinkling	3.00	660.00
0.93	mile	Preparation of Base	600.00	558.00
140	cu. yds.	3/4" - 0 Material in Binder Course	4.00	560.00
34	tons	Furnish and Placing RC-3 Asphalt in Binder Course	38.00	1,292.00
9,180	tons	Class "B" Asphaltic Concrete	6.00	55,080.00
33	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	1,386.00
200	cu. yds.	Aggregate in Seal Coat	5.00	1,000.00
200	cu. yds.	Excavation for Structures	10.00	2,000.00
450	lin. ft.	Furnish 12"x12" Treated Piling	3.00	1,350.00
18	only	Drive Treated 12"x12" Piles	45.00	810.00

14	cu. yds.	Class A Concrete	$ 60.00	$ 840.00
10	M-FBM	Treated Lumber in Place	300.00	3,000.00
1,800	lbs.	Metal Reinforcement	.12	216.00
3,600	lbs.	Structural Steel	.30	1,080.00
		Subtotal		$283,725.00
		10% Engr. & Cont.		28,372.50
		Total		$312,097.50

Type Code X223
Overcrossing Structure (Sta. 42+63.3 to 42+92.7)

3	cu. yds.	Concrete Median Strip	$ 40.00	$ 120.00
20	tons	Class "B" Asphaltic Concrete	6.00	120.00
200	cu. yds.	Excavation for Structures	10.00	2,000.00
10	cu. yds.	Excavation Below Elevations Shown	12.00	120.00
5,320	lin. ft.	Furnish Treated Piling	1.50	(Alternate)
76	only	Drive Treated Piling	45.00	"
3,800	lin. ft.	Furnish Untreated Piling	.60	"
1,520	lin. ft.	Furnish Cast in Place Piling	3.00	"
76	only	Drive Composite Piles	45.00	"
1,520	lin. ft.	Furnish Treated Stub Piling	1.50	2,280.00
3,800	lin. ft.	Furnish Untreated Stub Piling	.60	2,280.00
76	only	Drive Composite Timber Piles	60.00	4,560.00
430	cu. yds.	Class "A" Concrete	60.00	25,800.00
72,200	lbs.	Metal Reinforcement	.12	8,664.00
All Required		Electrical Work		200.00
		Subtotal		$ 46,144.00
		10% Engr. & Cont.		4,614.40
		Total		$ 50,758.40

Length of Roadway	0.929 mile
Length of Structure	0.006 mile
Total Length	0.935 mile
Cost per mile, Roadway	$345,949.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Roadway	$312,097.50	$168,582.00	$143,515.50
Structure	50,758.40	27,418.00	23,340.40
	$362,855.90	$196,000.00	$166,855.90

BRIDGETON ROAD-GERTZ ROAD SECTION

PROJECT NO. U-130 (5)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

May 4, 1951

BRIDGETON ROAD-GERTZ ROAD SECTION

PROJECT NO. U-130 (5)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

May 4, 1951

May 4, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, and four copies of right of way statement to accompany plans and specifications for the Bridgeton Road-Gerts Road Section, Project No. U-130 (5).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gm

Encl.

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U-130(5)

3534

July 17, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the restoration of drainage under Union Avenue at Station 67+70 on the Bridgeton Road-Gerts Road Section of the Pacific Highway East in Multnomah County, Contract No. 3534, in connection with Federal Aid Project No. U-130 (5).

This work is necessary to insure adequate drainage. It is provided for in the Special Provisions of the contract as an Extra Work item.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBF:plc

encl.

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3534

July 12, 1951

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3534, which was awarded to you on June 13, 1951, for grading and paving on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Section of the Pacific East Highway in Multnomah County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

7/12, gl

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U-130(5)
3534

June 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 25, 1951 on Contract No. 3534, Bridgeton Road-Gertz Road & Columbia Slough-Columbia Boulevard Section, in connection with Federal Aid Project No. U-130 (5) and U-130 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. W. Stiffler
Assistant State Highway Engineer

DBP:ple

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U-130 (5)

[illegible]

June 22, 1951

R. A. Heints Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

Reference is made to your contract for grading and paving work on the Bridgeton Road-Gerts Road and Columbia Slough-Columbia Boulevard Section of the Pacific Highway East, Contract No. 3534, dated June 13, 1951, commencement of work on which has been deferred under provisions of N.P.A. Order No. M-3 account of the work having involved the use of more than 25 tons of steel.

We are today advised by the Bureau of Public Roads that our application for permission to commence the work referred to is now approved. You are therefore authorized to begin work at once.

This authority to commence work does not carry with it any priorities or assurances in connection with steel purchases or deliveries. You should, however, notify your suppliers of materials that authority to commence the work has been granted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

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U-130(4)
U-130(5)
3534

June 18, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Bridgeton Road-Gertz Road Section
F.A.P. U-130(5)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 5 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Stiffler
Assistant State Highway Engineer

Attached

CAGgm
cc G. S. Paxson
C. A. Gardner

U-130(5)

3534

DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Authority to Commence Construction Oregon Projects U-130(4), Bridgeton Road-Gertz Road Section and U-130(5) Columbia Slough-Columbia Boulevard Section, on U.S. 99-E in Multnomah County, Oregon

Dear Sir:

Your application No. 102 to commence construction on subject projects dated June 14, 1951 was received at this office on June 15, 1951.

These projects are considered essential because U. S. Highway 99 is the most important defense highway on the West Coast, serving, on this section, defense industries in the Portland-Vancouver area as well as through traffic from Los Angeles to Seattle. The present traffic of 20,000 ADT greatly exceeds the capacity of the present 3-lane facility.

Steel required for this project includes 2 tons shapes and piling, 4 tons culvert pipe and 36 tons reinforcing steel; a total of 42 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

C.C. Paxson
Product
[illegible]

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Polk

C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

U-130(5)

3534

June 14, 1951

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission ~~has today~~ awarded to you yesterday Contract No. 3534 for grading and paving on the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East (N. E. Union Avenue) near Portland in Multnomah County. This award was based on your low bid of $383,883.00 submitted on May 25, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ohr

cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White

SERVICE
class of service desired;
therwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 14, 1951
1:00 p. m.

R. A. Heintz Construction Co.
211 Columbia Blvd.
Portland, Oregon

State Highway Commission awarded you yesterday contract for Bridgeton Road Gertz Road and Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East, Multnomah County, based on your low bid submitted May 25, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc: Confirmation
C. W. Head
Auditor (5001-900)
Files ✓

Get confirmed

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[illegible]

[illegible]

June 14, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Portland 8, Oregon

Dear Sir:

Herewith is form NPAF-34, our application for authority to commence construction on the Bridgeton Road-Gertz Road Section Oregon U-130(4) and the Columbia Slough-Columbia Boulevard Section Oregon U-130(5) on US99E in Multnomah County, Oregon.

The contract for these projects was awarded to the R. A. Heintz Construction Company on June 13, 1950. Inasmuch as the construction of the reinforced concrete structures involved will require reinforcing steel in excess of the 25-ton limit set up by N.P.A. order M-4, your clearance is required before work can start on the project.

This section is a link in US99E, carrying through traffic from Portland to Vancouver. The present highway is inadequate for the traffic now placed on it. We would appreciate your favorable consideration of this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

cc G. S. Paxson
C. A. Gardner

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FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of June 12, 1951, we hereby concur as of this date in award of contract for combined projects U-130(5), Bridgeton Road-Gertz Road Section and U-130(4), Columbia Slough-Columbia Boulevard Section to R. A. Heintz Construction Company of Portland, who submitted the low bid on May 25, 1951.

Very truly yours,

C. G. POLK
Acting District Engineer

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[illegible]
[illegible]

June 12, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

It is our desire to now proceed with the award of contract for the Bridgeton Road-Gertz Road Section and Columbia Slough-Columbia Boulevard Section, Projects U-130(5) and U-130(4), the award to be made to the R. A. Heintz Construction Co. of Portland, Oregon, on the bid of $383,227, submitted by that company on May 25, 1951.

All required rights of way are acquired.

Your concurrence in the award of this contract on June 13, 1951, is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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[redacted]

U-130(5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project U-130(5), Bridgeton Road-Gertz Road Section of Pacific Highway East, have today been recommended for approval, subject to such change as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured or that authorization for "commencement of construction" can be obtained from the National Production Administration.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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MONTANA
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File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 27, 1951

U 130(5)

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 20 relative to proposed contracts for Projects U 130(4) and U 130(5) on Union Avenue north of Portland.

For the reasons stated in your letter it will be satisfactory to combine both projects under one contract. It also will be satisfactory to make payment for roadbed construction at a price per cubic yard for "embankment in place," with pay quantities to be based on neat embankment cross sections without allowance for shrinkage or settlement.

To date we have not received advance layout sheets for these projects showing proposed channelization or traffic interchange data. Please forward three copies of these sheets as soon as possible.

Copy to Probert

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

EIVED
AP
FOR FILING

April 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

May we have authority from you to combine in one contract the grading and paving work proposed to be done on projects U-130(4) and U-130 (5) on Union Avenue north of Portland?

Combination of the two projects in one contract is desirable for the reason that the nature of work involved is the same and that even in combination the projects do not make a large contract considering the fact that four-lane construction is involved. In combination, the length figures 1.4 miles and the cost $425,000. Combination letting will enable a coordination of operations that will facilitate and simplify the handling of traffic as well as effect savings in cost.

Authority is desired, also, to make payment for roadbed construction at a price per cubic yard for "embankment in place," pay quantities to be determined by cross-section measurement of the completed embankments. The conditions which make this necessary are the same as obtain on the adjoining project U-130(3) which conditions were described in detail in our letter of December 13, 1949.

The receiving of bids for projects U-130(4) and U-130(5) is tentatively scheduled for May 24 or 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

S-295(3) E. Unit, Antelope-Clarno 1951
Sec., Shaniko-Fossil Secon.
#3535 Hwy.

RECEIVED
MAY 13 1953
FOR FILING

C-295(3)

May 11, 1953

Mr. Howard Mortimore
Fossil
Oregon

Dear Sir :

We received a copy of a letter written to you by F. L. Somers requesting that you file a satisfaction of claim with us. This is in connection with your claim for tractor rental on contract No. 3535, covering the East Unit of the Antelope-Clarno Section on the Shaniko-Fossil Secondary Highway in Wasco County.

If we do not hear from you within ten days regarding settlement of this claim we will consider it as paid and release final payment to the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

NOTED ON CARD
5-11-53

FOR FILING

April 7th, 1953

FINAL COST ANALYSIS

East Unit, Antelope-Clarno Section
Contract #~~3495~~ 3535
5-295(2)

F. L. Sommers, Contractor
Lowell M. Stratton, Resident Engineer

Shaniko-Fossil Secondary
Prefix 133-1023

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$3,129.78	$5,000.00
St. Excav., Unclass	316.5	Cu. Yd.	3.00	2.54	804.70	949.50
Trench Excav., Unclass.	578.6	" "	3.00	2.58	1,493.39	1,735.80
General " "	277,753.3	" "	0.32	0.42	116,597.85	88,881.06
Short Overhaul	310,850	Yd. Sta.	0.01	0.01	3,108.50	3,108.50
Long Overhaul	1,326.7	C-Yd. Sta.	0.50	0.50	663.35	663.35
Finish R/B & Slopes	8.42	Mile	500.00	568.06	4,783.07	4,210.00
18" Corr. Metal Pipe	1,338	Lin. Ft.	4.60	4.43	5,925.30	6,154.80
24" " " "	590	" "	5.90	6.39	3,770.70	3,245.00
24" Extra Strength Corr. Metal Pipe	106	" "	7.00	8.14	863.00	742.00
30" Corr. Metal Pipe	220	" "	7.00	7.72	1,699.25	1,540.00
36" " " "	72	" "	11.00	10.95	788.69	792.00
36" Extra Strength Corr. Metal Pipe	108	" "	13.00	13.40	1,447.24	1,404.00
72" Corr. Metal Pipe	70	" "	30.50	28.31	1,982.14	2,135.00
72" Extra Strength Corr. Metal Pipe	234	" "	34.00	33.19	7,768.39	7,956.00
1½"-0 Mat'l. in Surfacing	29,882	Cu. Yd.	1.85	1.73	51,742.64	55,281.70
3/4"-0 Mat'l. in Surfacing	9,159	" "	1.85	1.79	16,359.69	16,944.15
Sprinkling	1,402.8	M-Gal.	4.00	3.02	4,231.09	5,611.20
3/4"-0 Mat'l. in Stockpile	992.4	Cu. Yd.	1.20	1.68	1,673.97	1,190.88
PA #1, St. Exc., Unclass.	204.7	" "	3.00	2.57	526.92	614.10
PA #1, 8" Metal Drain Pipe	1,008	Lin. Ft.	3.00	2.67	2,688.78	3,024.00
PA #1, Rock Backfill	203	Cu. Yd.	5.00	2.68	544.53	1,015.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #2, 3/4" Galv. Water Pipe	421	Lin. Ft.	$0.85	$0.64	$ 270.37	$ 357.85
PA #3, Timber Bulkhead	All				55.00	55.00
PA #4, Purchase Excess 18" Corr. Metal Pipe	900	Lin. Ft.	3.12	2.97	267.74	280.80
PA #4, Purchase Excess 18" Corr. Metal Bands	1	Each	4.74	4.56	4.56	4.74
Force Account					200.14	212.96
					$233,390.96	$213,109.39

Total Cost	$233,390.96
Gross Revenue	213,109.39
Net Loss	$ 20,281.59

Net Loss Equals 9.5% of Gross Revenue

East Unit, Antelope-Clarno

Detail of Cost

Labor:

Labor & Supervision	$84,371.05	
Labor Insurance	6,872.30	$91,243.35

Materials:

18" Corr. Metal Pipe	1,428	Lin. Ft.	at $2.97	$ 4,241.60	
18" Corr. Metal Bands	30	Each	" 4.56	136.98	
24" Corr. Metal Pipe	590	Lin. Ft.	" 4.63	2,731.70	
24" Corr. Metal Bands	24	Each	" 5.60	134.40	
24" Corr. Metal Pipe, Extra Strength	106	Lin. Ft.	" 6.31	668.86	
24" Corr. Metal Bands	5	Each	" 5.60	28.00	
30" Corr. Metal Pipe	220	Lin. Ft.	" 5.94	1,306.80	
30" Corr. Metal Bands	9	Each	" 7.94	71.46	
36" Corr. Metal Pipe	72	Lin. Ft.	" 8.97	645.84	
36" Corr. Metal Bands	3	Each	" 9.25	27.75	
36" Corr. Metal Pipe, Extra Strength	108	Lin. Ft.	" 11.27	1,217.16	
36" Corr. Metal Bands	6	Each	" 9.25	55.50	
72" Corr. Metal Pipe	70	Lin. Ft.	" 23.96	1,677.20	
72" Corr. Metal Bands	3	Each	" 47.91	143.73	
72" Corr. Metal Pipe, Extra Strength	234	Lin. Ft.	" 28.15	6,587.10	
72" Corr. Metal Bands	10	Each	" 47.91	479.10	
72" Sloping Ends	2	Each	" 75.00	150.00	
8" Metal Drain Pipe	1,008	Lin. Ft.	" 1.56	1,572.48	
8" Metal Bands	52	Each	" 2.34	121.68	
8" Metal L's	2	Each	" 7.00	14.00	
3/4" Galv. Water Pipe	421	Lin. Ft.	" 0.39	164.19	22,175.53

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$74,593.75	
Equipment Rentals (Hired)	15,442.27	
Gas, Oil & Grease	17,555.15	
Explosives	155.70	
Lumber	215.14	
P.U.C.	447.87	
P.L. & P.D.	1,096.68	
Freight & Cartage	2,296.00	
Small Tools & Misc. Supplies	2,080.80	
Bond	1,289.72	
Home Office & General Overhead	4,799.00	119,972.08

Total Cost $233,390.96

Breakdown of Crushing Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up	$6,639.60	40,033	Cu. Yd.	$0.166
Load & Haul to Crusher	18,394.49	"	" "	0.459
Crushing	29,744.05	"	" "	0.743
Handling Rejects	2,019.59	"	" "	0.05
	$56,793.73	40,033	Cu. Yd.	$1.418

The crushing plant operated 902 hours for an average production of 44.3 cu. yds. per working hour.

Remarks:

This was a "Federal Aid Secondary Project", the contract calling for the construction of 8.42 miles of highway roadbed and the construction of 8.42 miles of rock surfacing. The project was bid and awarded May 25th, 1951, and completed July 31st, 1952.

On July 13th, 1951, the contractor moved in one TD-24 cat and dozer and started clearing. Then on July 23rd, 1951, moved in two E-9 tournapulls, blade and D-8 cat and scraper starting grading operations. The inability of the contractor to obtain culvert pipe on the job when needed retarded grading operations, causing the contractor to move grading equipment from one end of the job to the other. Not having adequate grading equipment when needed and unable to get pipe caused the contractor to suffer a loss on grading.

On October 9th, 1951, the contractor moved in a 3-crusher plant into a quarry site located southerly and adjacent to Station 118+00 on the located highway. The plant started crushing December 20th, 1951, but, due to inclement weather, the plant shut down after working 1½ days and did not resume operation until April 2nd, 1952. The quarry did not require any drilling or shooting. With wet weather conditions and the quarry rock having a coating of clay, production of crushed material was low.

Not having adequate grading equipment and the inability to get pipe when needed caused this project to show a loss.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

3535

April 1, 1953

Oregon State Highway Dept.
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Comm.

Re: SD-35934 - Bond #919872
F. L. Somers -to-
Oregon State Highway Commission
Contract #3535 - East Unit of
Antelope-Clarno Section of the
Shaniko-Fossil Secondary Highway
in Wasco County

Gentlemen:

We acknowledge receipt and thank you for your letters of March 25 and 26, 1953 advising us of the claim by Shell Oil Co. in connection with the above captioned contract.

Yours very truly,

Norbert A. Drake

Norbert A. Drake
Attorney

NAD/mg

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FOR FILING

S-39-(2)
3535

Lewis

March 26, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a copy of a letter written by the Shell Oil Company to the Secretary of State in which they advise that their claim against F. L. Somers in the sum of $2,166.44 has been paid. This claim was filed against State Highway Contract No. 3535 for work on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

We provide this information as your company furnished the performance bond with the above described contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:jmc

cc: Durham & Bates
901 SW Washington
Portland 5, Oregon

Continental Casualty Company
Northwest Branch Office
Mr. Warner M. Bruce, Manager
1411 Fourth Avenue Building
Seattle, Washington

F. L. Somers
1111 Walnut Street
Klamath Falls, Oregon

NOTED ON CARD
3-26-53

Lewis

March 25, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Shell Oil Company against F. L. Somers on State Highway Contract No. 3535, for grading and surfacing on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County. This claim is for petroleum products furnished to the contractor in the sum of $2,166.44.

We provide this information as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:jmc

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Continental Casualty Company
Northwest Branch Office
Mr. Warner M. Bruce, Manager
1411 Fourth Avenue Building
Seattle, Washington

F. L. Somers
1111 Walnut Street
Klamath Falls, Oregon

NOTED ON CARD
3-25-53, gC

[illegible]PY

[illegible] OIL COMPANY

[illegible] S. E. Morrison Street Telephone Atwater 7321
Portland 5, Oregon

March [illegible], [illegible]

[illegible],

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, [illegible] Oil Company, has a claim in the sum of Two Thousand [illegible] Sixty-six and [illegible] ([illegible].44) Dollars against the [illegible], as principal, and Continental Casualty Company, as surety, for [illegible], said claim [illegible] rock production of [illegible], [illegible] Section [illegible]-Fossil Secondary Highway in [illegible] County, Oregon [illegible].

This claim is for petroleum products [illegible] in the construction of said above [illegible].

In the event said claim is not settled and paid within [illegible] the courts to enforce the same, in addition [illegible] the sum of Five Hundred Dollars ([illegible]) [illegible] attorney's fees [illegible].

[illegible].

[illegible]

[illegible]

State of Oregon) ss.
County of Multnomah)

[illegible], being first duly sworn, [illegible] foregoing [illegible] the facts therein [illegible].

Subscribed and sworn to before me [illegible]
this [illegible] day of [illegible].

[illegible]
Notary Public for Oregon
My Commission expires [illegible]

[illegible] SHD
[illegible]
[illegible]
[illegible]

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FOR FILING

5-[illegible]

Lewis

March 26, 1953

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. E. Libby, Clerk
Records Division

Gentlemen:

This is to acknowledge receipt of a copy of a letter sent to your office by the Shell Oil Company in which they advise that their claim against F. L. Somers on Contract No. 3535 has been paid. This claim was in the sum of $2,166.44 for petroleum products furnished to the contractor on this job.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:jmc

NOTED ON CARD
3-26-53

Lewis

March 25, 1953

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. E. Libby, Clerk
Records Division

Dear Sir:

We acknowledge with thanks your letter of March 24, 1953 to which was attached three copies of the claim filed with your office by Shell Oil Company against F. L. Somers on State Highway Contract No. 3535. The claim is in the sum of $2,166.44 and bears your file No. 3393.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:jmc

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Copies of this letter
sent to
Commissioners
[illegible] Hendricks
[illegible] Williams

[illegible]

[illegible]

[illegible]

E Newbry

3-24-53, g

COPY

[illegible]

3-24-53

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SEP 17 1953
FOR FILING

-295(3)

March 16, 1953

Mr. Richard E. Hawkins
Attorney-in-Fact
Continental Casualty Company
152 Denny Way
Seattle 9, Washington

Dear Mr. Hawkins:

This letter is in reply to yours of March 11, 1953 in which you ask the State Highway Commission to release to Contractor F. L. Somers a portion of the final payment due him in connection with his Contract No. 3535 with this Commission for construction of the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway, Wasco County, Oregon, retaining an amount of $2,654.38 pending settlement of the claim filed by Howard Mortimore.

A check of our records reveals that there is still owing Mr. Somers on this job the sum of $6,675.03. This amount would have been paid to Mr. Somers sometime ago had it not been for the Mortimore claim. The job was completed July 31, 1952 and was formally accepted by the Highway Commission on September 22, 1952. It is a long-standing policy of the State Highway Commission not to release to a contractor the final payment for work performed if there are claims outstanding against the work. In this instance, you ask the release of all of the remaining amount except enough to take care of this claim.

We know nothing of Mr. Mortimore's claim other than it represents an amount due for rental of a tractor; neither do we know what attempts, if any, have been made to satisfy the claim. Were we to release to Mr. Somers the difference between his final payment and the amount of the claim, it appears to us that it would remove from Mr. Somers the incentive to obtain the balance due him, and it certainly would indefinitely postpone the closing of the Highway Commission's books on this account. When the contract is completed, the Highway Commission wants to close its books on the subject as soon as it possibly can.

We suggest, therefore, that further attempt be made by the Continental Casualty Company and Mr. Somers to reach a satisfactory agreement with Mr. Mortimore for the payment of his claim. If within a reasonable length of time it appears that a satisfactory arrangement cannot be reached, then, if requested, the matter will be given further consideration by this department. We here feel that it would be unwise to do what you ask knowing so little about the claim and the attempts that have been made to satisfy it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

L. G. GREWE, MANAGER

NORTHWEST BRANCH OFFICE
152 DENNY WAY
SEATTLE 9, WASHINGTON
TELEPHONE MAIN 7410

WARNER M. BRUCE, MANAGER
SURETY DEPARTMENT

March 11, 1953

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: Bond #919872 - F. L. Somers to Oregon State Highway Commission - Grading & Surfacing East Unit, Antelope-Clarno Section, Shaniko-Fossil Secondary Highway in Wasco County - Contract #3535

We, Continental Casualty Company, as surety for F. L. Somers on Oregon State Highway Contract No. 3535, covered by our bond #919872, dated June 25, 1951, request the State of Oregon to release a partial payment of the final monies due on this job, retaining $2,654.38 pending settlement of the claim filed by Howard Mortimore in this amount.

We understand $6,675.03 is being withheld, and this letter is your authority to release $4,020.65, to F. L. Somers, being the difference between the final payment and the amount of the claim.

Signed, sealed and dated this 11th day of March, 1953.

CONTINENTAL CASUALTY COMPANY

By Richard E Hawkins
Richard E. Hawkins, Attorney-in-Fact

REH:EF

RECEIVED
MAR 12 1953
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
FOR FILING

February 9, 1953

Mr. Howard Mortimore
Fossil, Oregon

Re: Contract #3535

Dear Sir:

We received a letter today from the Continental Casualty Company stating that you have not filed a satisfaction of claim with the Oregon State Highway Commission.

It would be appreciated if you would take cair of this immediately.

Very truly yours,

W. L. SOMERS

By
Lourene Foster
Bookkeeper

cc: Continental Casualty Co.
Oregon State Hwy. Commission

RECEIVED

NOTED ON CARD
2-9-53

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RECEIVED
FEB 1953
FOR FILING

5-295(3)

3535

February 6, 1953

Shell Oil Company
1220 SW Morrison Street
Portland 5, Oregon

ATTENTION: R. H. Forbes
Credit Manager

Dear Sir:

In your letter of February 2nd you inquire as to when the last estimate for $6,384.57 was released to Mr. Somers on State Highway Contract #3535.

The amount to which you refer is apparently the final payment on this contract and to date has not been released to Mr. Somers.

Very truly yours,

Secretary

FAQ:dc

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ATWATER 7321

February 2, 1953

Subject: F. L. Somers
Contract #3535
Shaniko-Fossil Secondary Highway
Wasco County

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

Please advise us the date when the last estimate for $6,384.57 was released to Mr. Somers.

Enclosed is a stamped, self-addressed envelope for your convenience.

Yours very truly,

R. H. Forbes
Credit Manager

GWJ:VI

Encl.

24657 · 1952

$6675.03 being held

[illegible]

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

[illegible]

3535

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

R

January 20, 1953

Oregon State Highway Department,
Salem, Oregon.

Attention Mr. H. B. Glaisyer,
Secretary

Gentlemen:

Re: S. D. 35934, Bond #919872
F. L. Somers -to-
Oregon State Highway Commission
Contract #3535 - East Unit of
Antelope-Clarno Section of the
Shaniko-Fossil Secondary Highway
in Wasco County

We acknowledge and thank you for your letter of January 15 with its enclosure, advising us of a claim by Howard Mortimore for $2,654.38 for tractor rental.

Yours very truly,

W. C. Crow, Supt.
Surety Claim Dept.

EJ

CC to Mr. Warner M. Bruce, Supt.
Northwest Claim Dept.
Seattle, Wash.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1953
FOR FILING

5-295-(3)

3535

January 15, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of your letter of January 12 to which was attached three copies of a claim filed with your office by Howard Mortimore against F. L. Somers on State Highway Contract No. 3535. This claim is for tractor rental in the sum of $2,654.38 and bears your File No. 3384.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
1-15-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 12, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Howard Mortimore, for 342½ hours tractor rental furnished in the sum of $2654.38 against the bond taken from F. L. Somers Principal, and Continental Casualty Company of Portland, Surety, contract No. 3535 on the East Unit of the Antelope-Clarno section of the Shanico-Fossil Secondary Highway in Wasco County, our file No. 3384.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

1-12-53

RECEIVED
[illegible] 1953
FOR FILING

[illegible]
2535

January 15, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Howard Mortimore against F. L. Somers. The claim is for tractor rental in the sum of $2,654.38 furnished to Mr. Somers on State Highway Contract No. 3535 for grading and surfacing and rock production on the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner M. Bruce
Seattle, Washington

Durham & Bates
Portland, Oregon

F. L. Somers
Klamath Falls, Oregon

NOTED ON CARD
1-15-53

Fossil, Oregon

Jan. 8 1953

Secretary of State

Salem, Oregon

Dear Sir;

On advise from the State Highway Commission I wish to file a claim against contractor mentioned below.

To the State of Oregon;

Notice is hereby given that the undersigned, Howard Mortimore has a claim for 342½ hours tractor rental at 10 dollars (ten dollars) per hour making a total of $3425.00., less $770.62 for labor paid by the contractor leaving a balance due me of $2654.38 . $2654.38 which is to be the amount of this claimagainst the bond taken from the Continental Casualty Company of Portland, Oregon for the work of F.L.Somers of Box 938 Klamath Falls, Oregon on contract 3535 on the East Unit of the Antelope- Clarno section of the Shanico -Fossil Secondary Highway in Wasco County.

HOWARD MORTIMORE

ENDORSED
File No. 3384
Filed January 12, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING
[illegible]
3535

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 8, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3535	15-final	F. L. Somers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24657	R-57262	$ 6,675.03	1/7/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: April 30, 1952

Time Extensions: to July 31, 1952

Completion Date: July 31, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None unsatisfied of record

Remarks:

Date: 5-21-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
acting Secretary

Warrant Mailed:

a. a. Wicklander

RECEIVED
DEC 31 1952
FOR FILING

5.-295(3)

mrs Lewis

December 26, 1952

Mr. Howard Mortimore

Fossil, Oregon

Dear Mr. Mortimore:

This is to acknowledge your letter of December 21 in which you state that Mr. F. L. Somers has not paid your claim for tractor rental furnished to him on Contract No. 3535 for grading, surfacing and rock production on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County. Final payment is ready to be made on this job, but is being held up pending settlement of your claim.

Our records do not show that you have filed your claim with the Secretary of State. We again suggest that you do this and for your convenience have attached an excerpt from the Oregon Laws outlining the procedure which is not complicated.

This contract was completed on July 31 and accepted by the State Highway Commission on September 22, 1952. By filing your claim with the Secretary of State you can protect it under the Law and against the bond for a period longer than six months following completion of the contract and acceptance by the Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED
H. B. GLAISYER

NOTED ON CARD
12-26-52

Fossil Oregon
Dec. 21 1952

Oregon State Highway Comm.
Salem, Oregon

[illegible]5 33
[illegible] 35
36 60

Dear Sirs:

In reply to your letter of Dec 17 will say, F. S. Somers has made no effort to settle this claim.

Please advise as to how I can get this money turned over to me by the Highway Commission

Yours truly
Howard Mortimore

RECEIVED

NOTED ON CARD
12-21-52 g. C

R

RECEIVED
FOR FILING

S-295(3)

December 17, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3535 for work performed on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County was completed by the contractor, F. L. Somers, on July 31 and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $6,675.03 will be released to the contractor on or after December 27, providing outstanding claim has been satisfied and this office advised. The total contract amount is $213,109.39, of which amount $212.96 represents force account items.

There is a claim filed against this project by Howard Mortimore for rental of tractor for 215 to 225 hours at $10 per hour, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

[illegible]

12-17-52

RECEIVED
FOR FILING

S-275-(3)

3535

December 17, 1952

Mr. Howard Mortimore
Fossil
Oregon

Dear Sir:

Our records show a claim filed by you on June 18 for tractor rental against F. L. Somers in connection with State Highway Contract No. 3535, covering the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

Please advise us immediately whether or not your claim has been satisfied so we can expedite final payment to the contractor on this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON [illegible]

12-17-52, gl

R

RECEIVED
OCT 9 - 1952
FOR FILING

3-515(3)

3

October 8, 1952

Mr. F. L. Somers
P. O. Box 938
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 123 days, from April 30 to August 31,1952, within which to complete your contract No. 3535 covering the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

I am pleased to inform you that the Highway Commission granted your request for an extension of time to July 31, 1952, the completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

Lowell Stratton,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
SEP 1 1952
FOR FILING

3

September 11, 1952

Request for extension of time
No. 21
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from F. L. Somers for an extension of time on Contract No. 3135, East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway, from April 30, 1952 to August 31, 1952.

The contractor experienced considerable difficulty in securing metal pipe specified which caused delay of his grading operations until adverse winter weather had set in. Conditions were such that work could not be satisfactorily prosecuted during the winter months and necessitated the extension this summer.

The project was acceptably completed on July 30, 1952, and I recommend an extension to that date without penalty. Mr. C. G. Polk of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: lg

RECEIVED
SEP 3 1952
FOR FILING

35[illegible]

September 2, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to F. L. Somers on contract No. 3535, for grading, surfacing and rock production on the ~~East~~ Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

This payment, in the amount of $10,181.76, will be released to the contractor on or after September 12, 1952. The retained percentage is $6,384.57.

There is a claim filed against this project for tractor rental by Mr. Howard Mortimore. This claim is for approximately 225 hours at the rate of $10 per hour, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Dates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

9-2-[illegible]

RECEIVED
1952
FOR FILING

August 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3535, E. Unit, Antelope - Clarno Section of the Shaniko-Fossil Secondary Highway, Ore. S-295 (3), from April 30th, 1952 to July 31st, 1952, to F. L. Somers, Contractor.

The contractor experienced considerable difficulty in securing delivery of the metal pipe specified until after winter weather had set in, in the fall of 1951. Conditions were such that work could not be satisfactorily prosecuted during the winter months, which necessitated the extension this summer.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 1952

Section East Unit, Antelope- Clarno

Kind of work Grading, Surfacing & Rock Prod.

Highway Shaniko-Fossil

Section prefix 133-1023

Contractor F. L. Somers

Contract number 3535

Date of contract June 13, 1951

Date of completion April 30, 1952

Date work started July 13, 1951

~~Estimated~~ date of completion July 31, 1952

Amount of contract $214,953.00

Per cent of time elapsed 129 %

Estimated cost of completed project, exclusive of engineering $214,492.76

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $21,600, 10 %

Date project was completed July 31, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and records completed and turned over to the Division Office.

Final report.

NOTED
H. G. SMITH

RECEIVED
AUG 25 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8,42	8.42			
Miles partially completed					
Miles completed	8.42	8.42			
Total estimated quantities	277,727.8	39,041	992.4		
Estimated quantities moved or placed to date	277,727.8	39,041	992.4		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 6 1952
FOR FILING

[illegible]

[illegible]

August 4, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1952, on Contract No. 3535, East Unit, Antelope-Clarno Section, in connection with Federal Aid Project No. S-295 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mlr

cc: John Cattrall

RECEIVED
JUL 15 1952
FOR FILING

Miss Sims

July 9, 1952

Mr. George L. Dukek
Attorney at Law
Court House
Fossil, Oregon

Dear Mr. Dukek:

We have your letter of July 7th advising that claim of Mr. Howard Mortimore against Mr. F. L. Somers should have been stated at $10.00 per hour instead of $1.00 per hour for tractor rental and that the total claim should have been $2,150.00 instead of $215.00. This change has been noted in our records.

The surety and contractor have already been advised concerning receipt of this claim and the approximately correct amount furnished to them from information submitted by Mr. Mortimore.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED, [illegible]

George L. Dukek
ATTORNEY AT LAW
COURT HOUSE
Fossil, Oregon

July 7, 1952

3535

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Re; H. L. Somers, Klammath Falls.

You will recall that I recently wrote you a letter concerning an account which the above named owed Mr. Howard Mortimore of this City for use of his ctaerpiller tractor on the Antelope Fossil road porject.

You acknowledged my letter and stated you were putting the letter in you file as a hold on Mr. Somer's account.

Please be advised that I made an error in the amount of the claim as it should read $10.00 per hour instead of one dollar per hour. Thus Mr. Morimore's claim should be $2150.00 instead of $215.00. I trust you can file this letter in place of the former.

Very truly yours,

Geo Dukek
Geo. Dukek

GLD/1

RECEIVED
JUN 26 1952
FOR FILING

Jas Lewis

June 25, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from Mr. Howard Mortimore of Fossill, Oregon, in which he makes a claim against Mr. F.L. Somers for rental of a caterpillar tractor for 215 to 225 hours at $10.00 per hour. He states that the tractor was used by Mr. Somers on the road between Antelope and Fossil which appears to be State Highway Contract No. 3535 awarded to F. L. Somers for work on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

We provide this information as the Continental Casualty Company appears as surety on the performance bond f furnished with Contract 3535.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

NOTED ON CARD
6-25-52

RECEIVED
JUN [illegible] 1952
FOR FILING

Mrs [illegible]

June 25, 1952

Mr. George L. Dukek
Attorney at Law
Court House
Fossil, Oregon

Dear Mr. Dukek:

This is to acknowledge your letter dated June 17 regarding a claim against Mr. H. L. Saunders of Klamath Falls for the use of a caterpillar tractor rented to him by Mr. Howard Mortimore of Fossil.

We also received a letter from Mr. Mortimore concerning this claim and have attached a copy of our reply to him which, we believe, contains the information required.

As you may know, the State does not pay claims directly as it has no means of determining the validity of the various claims submitted. The contractor and the surety are expected to take care of all bills on any state highway contract.

In addition to the suggestions made in our letter to Mr. Mortimore, it might be well to file your claim directly with the surety company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

George L. Dukek
ATTORNEY AT LAW
COURT HOUSE
Fossil, Oregon

June 17, 1952

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Some time ago Mr. Howard Mortimore of this City leased a Mr. H. L. Saunders of Klammath Falls, Oregon, a caterpiller tractor at $1.00 per hour for use on the Antelope road project.

Mr. Saunders took the tractor to your project on that road and used it thereon for a period of at least $215.00 hours. Some time ago I wrote Mr. Saunders at Mr. Mortimore's request at Klammath Falls, but no reply or acknowledgement of the letter was received.

At Mr. Mortimore's request I am writing you to determine what his status is with you, and if possible to enlist your assistance in collecting this money for use of the tractor. I would appreciate any assistance you find it possible to give.

Very truly yours,

Geo Dukek

Geo. Dukek

GLD/1

RECEIVED

DTC
BY SECRETARY

RECEIVED
JUN 26 1952
FOR FILING

Mr Lewis

June 25, 1952

Mr. Howard Mortimore
Fossil, Oregon

Dear Mr. Mortimore:

This is to acknowledge your letter of June 18 concerning a letter written by Mr. George Dukek regarding your claim for tractor rental against Mr. F. L. Somers, Post Office Box 938, Klamath Falls, Oregon.

Mr. Somers was awarded Contract No. 3535 for grading, surfacing and rock production on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County. It appears that this is the job on which your tractor was used. The contract is not yet completed and it is estimated that it will be done about August 1, 1952.

As you may know, each state highway contractor is required to furnish a performance bond on each contract. This bond assures completion of the work and payment of all bills incurred on the job. The surety in this instance is Continental Casualty Company through Durham and Bates, 901 S. W. Washington, Portland 5.

Your letter will be regarded as notice of a claim and we will advise the contractor and the surety that it has been received.

If you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State.

We are returning herewith the carbon copy of the letter written by Mr. George Dukek but are retaining for our files the original copy which is signed by him.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
cc - Mr. George Dukek

NOTED ON CARD
6-25-52

3535

Fossil, Oregon
June 18, 1952

State Highway Commission
Salem, Oregon

[illegible]D TO
BY SECRETARY

Dear Sirs:

I had attorney George Dukek write you a letter, which I have enclosed. He must have been drunk.

The tractor was leased by H. L. Sommers of Klamath Falls for ten dollars per hour, for 215 hours (or perhaps a few more hours, as much as 225) and used on the Antelope to Fossil road.

Would like to have you return Dukek's letter to me as I want to give it back to him.

Yours truly
Edward Mortimore

RECEIVED
JUN 20 1952
OREGON
STATE HIGHWAY COMMISSION

[illegible]
6-15 52

Form PR 2 (Revised 1946)

CPR8

State Oregon

Project No. S-295(3)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 19 51, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of November, 19 49, a program, which was approved on the 14th day of December, 19 49, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of February, 19 51; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-six thousand and 00/100 dollars ($146,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NE 1/4, Section 6, T-8-S, R-18-E, W.M., and survey station 443+46.62 in the SE 1/4, Section 32, T-7-S, R-19-E, W.M., without exception

, length 8.422 miles, in Wasco County,

being Oregon Federal Aid/Secondary project No. S-295(3), consisting of 8.422 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred forty-six thousand and 00/100 dollars ($146,000.00), which does not exceed the authorized Federal pro rata share of two hundred thirty-five thousand one hundred twenty-eight and 30/100 dollars ($235,128.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
OCT 19 1951

RECEIVED
OCT 30 1951
DIVISION 8

RECEIVED
[illegible] 1952
FOR FILING

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the East Unit, Antelope-Clarno Section, Project No. S-295 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMM:gs

Encl.

Oregon State Highway Department Federal Aid Project No. S-295 (3)

EAST UNIT, ANTELOPE-CLARNO SECTION

OF THE SHANIKO-FOSSIL HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 2010
Roadway (Sta. 0+00 to 443+46.62)

All Required		Clearing and Grubbing		$ 5,000.00
240	cu. yds.	Structural Excavation, Unclassified	$ 3.00	720.00
260	cu. yds.	Trench Excavation, Unclassified	3.00	780.00
297,000	cu. yds.	General Excavation, Unclassified	0.32	95,040.00
396,000	yd. stas.	Short Overhaul	0.01	3,960.00
5,600	C-yd.stas.	Long Overhaul	0.50	2,800.00
8.42	miles	Finishing Roadbed and Slopes	500.00	4,210.00
1,780	lin. ft.	18" Corr. Metal Pipe	4.60	8,188.00
550	lin. ft.	24" Corr. Metal Pipe	5.50	3,025.00
100	lin. ft.	24" Extra Strength Corr. Metal Pipe	7.00	700.00
200	lin. ft.	30" Corr. Metal Pipe	7.00	1,400.00
50	lin. ft.	36" Corr. Metal Pipe	11.00	550.00
120	lin. ft.	36" Extra Strength Corr. Metal Pipe	13.00	1,560.00
60	lin. ft.	72" Corr. Metal Pipe	30.50	1,836.00
270	lin. ft.	72" Extra Strength Corr. Metal Pipe	34.00	9,180.00
50	lin. ft.	72" Arch Type Corr. Metal Pipe	25.00	1,250.00
28,800	cu. yds.	$1\frac{1}{2}$" - 0 Material in Surfacing	1.85	53,280.00
8,800	cu. yds.	3/4" - 0 Material in Surfacing	1.85	16,280.00
1,000	M-gal.	Sprinkling	4.00	4,000.00
			Subtotal	$213,759.00
			10% Engr. & Cont.	21,375.90
			Total	$235,134.90

Length 8.422 miles
Cost per mile $27,919.12

Federal Secondary Funds- -	$146,000.00
State Funds- -	89,134.90
	$235,134.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

February 1, 1951

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of program change form to accompany plans and specifications for the East Unit, Antelope-Clarno Section, Project No. S-295 (3).

Six bid proposals and one set of blue print plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
JWN:nd

Oregon State Highway Department Federal Aid Project No. S-295 (3)

EAST UNIT, ANTELOPE-CLARNO SECTION

OF THE SHANIKO-FOSSIL HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 1, 1951

Type Code 2010
Roadway (Sta. 0+00 to 443+46.62)

All Required		Clearing and Grubbing		$ 4,000.00
240	cu. yds.	Structural Excavation, Unclassified	$ 3.00	720.00
260	cu. yds.	Trench Excavation, Unclassified	3.00	780.00
297,000	cu. yds.	General Excavation, Unclassified	0.37	109,890.00
396,000	yd. stas.	Short Overhaul	0.02	7,920.00
5,600	C-yd. stas.	Long Overhaul	0.50	2,800.00
8.42	miles	Finishing Roadbed and Slopes	400.00	3,368.00
1,780	lin. ft.	18" Corr. Metal Pipe	4.00	7,120.00
550	lin. ft.	24" Corr. Metal Pipe	5.50	3,025.00
100	lin. ft.	24" Extra Strength Corr. Metal Pipe	6.50	650.00
200	lin. ft.	30" Corr. Metal Pipe	7.50	1,500.00
50	lin. ft.	36" Corr. Metal Pipe	11.00	550.00
120	lin. ft.	36" Extra Strength Corr. Metal Pipe	13.00	1,560.00
60	lin. ft.	72" Corr. Metal Pipe	32.00	1,920.00
270	lin. ft.	72" Extra Strength Corr. Metal Pipe	37.00	9,990.00
50	lin. ft.	72" Arch Type Corr. Metal Pipe	30.00	1,500.00
28,800	cu. yds.	1½" - 0 Material in Surfacing	2.10	60,480.00
8,800	cu. yds.	3/4" - 0 Material in Surfacing	2.25	19,800.00
1,000	M-gal.	Sprinkling	2.50	2,500.00
			Subtotal	$240,073.00
			10% Engr. & Cont.	24,007.30
			Total	$264,080.30

Length	8.422 miles
Cost per mile	$31,356.00

Federal Secondary Funds- -$163,800.00
State Funds- 100,280.00

$264,080.30

EAST UNIT, ANTELOPE-CLARNO SECTION

PROJECT NO. S-295 (3)

While negotiations for rights of way are in progress, six parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within twenty-one days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 1, 1951

February 8, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. and E. documents for Oregon Project S-295(3), East Unit, Antelope-Clarno Section of the Shaniko-Fossil Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We wish to call attention to the 72" corrugated metal pipe culverts at stations 136+ 75 and 238, also the 72" arch type C.M.P. at sta. 433+ 50. There is some doubt as to what assistance, if any, we may be able to give with regard to securing this pipe.

Concurrence in award will be withheld pending receipt of advice that all rights of wa, or rights of entry have been obtained.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

RECEIVED
FEB 12 1951
OREGON
STATE HIGHWAY COMMISSION

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

February 1, 1951
(Date)

The following major program change of the individual project is requested:

Oregon (State)   Postwar Federal Aid Secondary Highway Program (Previous program)   (Date of approval)

COUNTY Wasco   Route No. FAS-308

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	120	S-295 (3)	7 mi. E to Antelope to John Day River at Clarno	Survey-Plans					Gr., Dr., 2-lane low type surfacing
				Right-of-Way					
				Construction	250,000	150,000	100,000		
				TOTAL	250,000	150,000	100,000	8.00	
REQUESTED REVISION	120	S-295 (3)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	264,080	163,800	100,280		
				TOTAL	264,080	163,800	100,280	8.422	

Program Balance of ________ funds subsequent to approval of this and previously recommended changes is $________

Program Revision Request

Date February 1, 1951

By R. H. Baldock
(State Highway Engineer)

Recommended for Approval: ________ (District Engineer) ________ (Date)

Reason for change: Completion of survey data developed project cost slightly more than original estimate, Also length of project slightly longer. Federal funds are increased to represent permissible Federal Aid prorata.

Recommended: ________ (Division Engineer) ________ (Date)

Approved: ________ (Acting Commissioner) ________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

RECEIVED
JUL 19 1951
FOR FILING

[illegible] (3)

3535

July 18, 1951

Mr. F. L. Somers
P. O. Box 938
Klamath Falls
Oregon

Dear Mr. Somers:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3533, for surfacing on the Metolius-Culver and N.Unit Culver-Juniper Butte Section of the Metolius-Culver County Road and Culver-Juniper Butte County Road, Jefferson County, awarded June 12, 1951.

Contract No. 3535, for grading, surfacing and rock production on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County, awarded June 13, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
JUL 19 1951
FOR FILING

S-295 (3)

3535

July 17, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 13, 1951 on Contract No. 3535, East Unit, Antelope-Clarno Section, in connection with Federal Aid Project No. S-295 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Asst. State Highway Engineer

[illegible]:ple

RECEIVED
JUL 9 1951
FOR FILING

FORM E-30 25M 11-50 44701

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1951

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

On May 21st you wrote concerning a request of John Silvertooth, Antelope, for the elimination of a sharp point on the Antelope-Clarno Section. Mr. Coffey reports that Silvertooth runs a restaurant and that he wrote for a mill company. Coffey contacted the mill superintendent, Frank Pulley, and gave them permission and assistance in removing a point or two on a sharp curve which made it hard for their lumber trucks to travel safely.

Mr. Coffey and Mr. Chidsey inform us that this item has been taken care of to the satisfaction of the lumber company and with very slight cost to the state.

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:lg

NOTED
W. W. STIFFLER
file

VED
OR FILING

Salem, Oregon
May 21, 1951

Mr. E. A. Collier

We have an item on the agenda of unfinished business concerning a request of John Silvertooth, Antelope, Oregon, for the elimination of a sharp point on the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway near Pine Creek. Mr. Silvertooth offers to furnish the necessary powder for the job if the State will do the work.

Please have the District Maintenance Superintendent or Division Engineer contact Mr. Silvertooth to determine the location of the sharp point and, if the cost to eliminate the same is nominal, proceed with the work.

If the estimated cost is a little unusual, you might secure a report before authorizing the work.

W. W. Stiffler

WWS:er

RECEIVED

FOR FILING

8-27- [illegible]

[illegible]

June 22, 1951

Mr. F. L. Somers
Box 938
Klamath Falls, Oregon

Dear Sir:

Reference is made to your contract for grading and surfacing work on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway, Contract No. 3535, dated June 13, 1951, commencement of work on which has been deferred under provisions of N.P.A. Order No. M-3 account of the work having involved the use of more than 25 tons of steel.

We are today advised by the Bureau of Public Roads that our application for permission to commence the work referred to is now approved. You are therefore authorized to begin work at once.

This authority to commence work does not carry with it any priorities or assurances in connection with steel purchases or deliveries. You should, however, notify your suppliers of materials that authority to commence the work has been granted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING
OREGON DISTRICT

S-295(3)

3535

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Authority to Commence Construction
Oregon Project S-295(3), Antelope-
Clarno Section

Dear Sir:

Reference is made to your application for authority to commence construction No. 103 on Oregon Project S-295(3), East Unit, Antelope-Clarno Section on the Shaniko-Fossil Secondary Highway. Your application, dated June 13, 1951, was received at this office on June 15, 1951.

The project is considered essential because the existing road is little more than a trail. During much of the winter and spring, it is impassable. The Federal Aid Route on which the project is located traverses a large stock raising area and is the only east and west cross connection between F.A. Route 4 and F. A. Route 6 in a distance of 80 or 90 miles.

The project will require approximately 54 tons of culvert pipe.

Application is approved to commence construction, but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Polk

C. G. POLK
Acting District Engineer

C.C.
Paxson
Proudfit
Smith

RECEIVED
FOR FILING

S-295(3)

3535

June 14, 1951

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

Dear Mr. Somers:

yesterday

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3535 for grading and surfacing on the East Unit, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway about 7 miles east of Antelope and 21 miles west of Fossil in Wasco County. This award was based on your low bid of $214,953.00 submitted on May 25, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dkr

cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White

SERVICE
class of service desired;
otherwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 14, 1951
1:00 p. m.

Mr. F. L. Somers
P.O. Box 938
Klamath Falls, Oregon

State Highway Commission awarded you yesterday contract for East Units, Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway, Wasco County, based on your low bid submitted May [illegible]5, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc confirmation
C. W. Head
Auditor (5001-900)
Files

[illegible] confirmed

RECEIVED
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of June 12, 1951, we hereby concur as of this date in award of contract for Project S-295(3), East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Highway, to F. L. Somers of Klamath Falls, who submitted the low bid on May 25, 1951.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
[illegible] 1951
FOR FILING

S-295(3)

3535

June 12, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

It is our desire to now proceed with the award of contract for the East Unit of the Antelope-Clarno Section, Project S-295 (3), the award to be made to F. L. Somers of Klamath Falls, Oregon, on the bid of $214,953, submitted by him on May 25, 1951.

All required rights of way are acquired.

Your concurrence in the award of this contract as of June 13, 1951, is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

S-355(3)

3555

April 14, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Portland 8, Oregon

Dear Sir:

Herewith form NPAF-24, our application for authority to commence construction on the Shaniko-Fossil Secondary Highway in Wasco County, Oregon. Contract for this work was awarded to F. L. Somers of Klamath Falls, Oregon, on June 13. The project requires 74 tons of metal culvert pipe, which, being over the 25-ton limit set up by N.P.A. Order M-4, requires your approval before construction can be commenced.

This small amount of pipe is delaying a $225,000 job, and we would appreciate your favorable consideration of this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

cc G. S. Paxson
C. A. Gardner

RECEIVED
[illegible] 1951
FOR FILING

[illegible] (3)
3535

AGENDA
APR 12 1951

D

Antelope - Clarno Delegation -
(Mr. McGreer et al)
re improvement of Shaniko-Fossil Hwy

re item 4-U

4:30 PM
April 13, 51

D

CHAS. H. REYN
LA GRANDE • OREGON

4-7-51

Sam:-

E. A. Maurer of Antelope who lives on the John Day river at Clarno has been in hte office today with reference to the improvement of the highway in that location. He says that with the original petition are some figures with reference to traffice and tonnage.

If you have it handy will you please bring it up to the meeting next week.

Sincerely

Chas.

CEIVED

FOR FILING

April 2, 1951

Mr. Walt McGreer
Antelope
Oregon

Dear Mr. McGreer:

In reply to your letter of March 22, I am unable to advise you as to a definite date for calling for bids on the East Unit of the Antelope-Clarno Section. In reply to a former letter from you, under date of January 20, we advised you, on January 24, as follows:

> "...At present the contract for this section is scheduled for the March meeting of the State Highway Commission. It is possible that the present unsettled condition might have some bearing on the letting of this contract."

At the February meeting, the State Highway Commission decided to defer calling for bids on this section until the Commission made a further study.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:hi
cc Mr. W. C. Williams

Commissioners (4-4-51)

Antelope Ore
March 22, 1951

Mr R. H. Baldock State Highway Engineer
Salem, Ore

Dear Mr Baldock!

Some time ago I had a letter from your office stating that a Contra would be let for construction of eigh miles of road on Highway 218 between Shaniko and Fossil. According to this letter the contract should hav been let before this and Constructio started.

I would like to know what alibi is now for not going ahead with this work. We have been waiting better than two years sin a highway Commission meeting in Portland promised to do this construction.

Very truly yours
Walt McGreer

RECEIVED
MAR 26 1951
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

MISSIONERS
R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

AGENDA
FEB 26 1951

February 7, 1951

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sam:

RE: Antelope-Clarno Project

We have had some correspondence and telephone discussion with reference to this project, which is tentatively on the program for the February lettings.

Due to the fact that no right of way has been purchased and that there is some question as to the feasibility of this particular project, it is my desire that it be postponed until the matter may be discussed at the February 27 and 28 meeting of the Commission.

Very truly yours,

Chas H. Reynolds

CHR/vlw

RECEIVED
FEB 9 1951
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Williams
State Highway Engineer

E.R.

IVED
25 1951
FOR FILING

[illegible] Fossil Second

January 24, 1951

Mr. Walt McGreer
Antelope
Oregon

Dear Mr. McGreer:

Mr. Baldock is at a meeting of the Highway Commission but I will give you the information we have in regard to the Shaniko-Fossil Highway. At present the contract for this section is scheduled for the March meeting of the State Highway Commission. It is possible that the present unsettled condition might have some bearing on the letting of this contract.

There has been no survey party working on this section recently as it takes considerable time to prepare final plans and acquire right of way after the field work is done before a contract can be let.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW:ko

Antelope, Ore
Jan 20, 1951

Mr R H. Baldock State Highway engineer
Salem Ore

Dear Mr Baldock;

Sometime ago I wrote to you concerning the Shaniko-Fossil Highway no 218. You informed me at the time a contract would be let as soon as surveying was finished. According to information from grapevine the survey has been finished for sometime but no action has been shown towards construction. There has not been a surveying crew on this road at any time I have traveled it for more than a month now. This road from the Clarno Bridge to Antelope is in a deplorable condition due to no maintainance work which everyone put up with because of the promise of new construction and figured it would be foolish to spend alot money for maintainance when it would soon be abandoned. Can you now give me a definite answer as to when this road will be rebuilt?

Very truly yours
Walt McGreer

RECEIVED
DEC 20
FOR FILING

35235
Second

Antelope, Ore.
Nov. 6, 1948.

To the Highway Commission
of the State of Oregon.
Salem, Ore.

Dear Sirs:

Herewith enclosed please find a certified copy of our petition for constuction of the unfinished portion of the Clarno- Antelope Highway.

We wish to thank you for your prompt and couteous consideration of our problem presented to you at the meeting Nov. 4th.

Our situation here is really serious and agravating and we hope and pray that you may be able to give us relief sooner than you anticipate.

Very truly yours

E A Maurer

Petition

The original of this petition was filed with the State Highway Commission at its meeting on November 4, 1948. It was loaned to one of the delegation which appeared at that time with the understanding that it would be returned when a photostatic copy of the same had been made for the use of the delegation. The original petition was not returned but the attached certified copy was substituted for it.

H B Glaisyer 11/8/48

RECEIVED
NOV 8 1948
OREGON
STATE HIGHWAY COMMISSION

Petition

October 15, 1948.

To the Highway Commission
of the State of Oregon,
Salem, Oregon.

Sirs:

The undersigned Farmers, Livestock producers, Business people and others of this north central part of the State, wish to bring to your attention the deplorable condition, of the unfinished 5 miles of the Clarno-Antelope secondary highway.

This stretch of road is located between Clarno and what is known as the Timberculture Ranch on the west side of the John Day river.

We emphasize the fact that there has been no improvement of any kind, whether of a temporary or permanent nature on this part of the road since the State took it over from Wasco county. As the soil in this locality is mostly Gumbo, it becomes practically impossible to get over this piece of road in wet weather.

The importance of this Highway to the entire State, was duly demonstrated this last spring, when all the Columbia river travel had to be routed over this road, during the flood and it was only on this unfinished 5 miles that the travel became at times hopelessly bogged down. All of the data pertaining to the resources of the country and the tonnage served by this road are contained in briefs presented to the legislative interim committee at The Dalles, and are therefore not enumerated here.

We explicitely request the immediate construction of a standard width and grade, gravelled roadbed from the Clarno bridge to the Timberculture Ranch. We the undersigned feel that this project is long overdue, and is of the utmost importance, not only to the people of this locality, but to the entire State as well.

Name:	Occupation	Address
E. A. Maurer	Stockman	Antelope
Catherine Maurer		"
Mrs. Edith Fisk	Farmer & Stock raiser	"
R. D. Bain	" Stockman	Clarno
Cecelia Bain	Housewife	Clarno
Pat Fisk	Stockman & Farmer	Clarno
John Silvertooth	Merchant	Antelope
Catherine Hixson	Merchant	"
Maggie Smith	Housewife	"
Ruby M. Nicholas	Housewife	"
Noel McCulloch	Laborer	"
Helen McCulloch	Housewife	"
Addie T. Dickson	Post Master	Antelope
Phyllis A. Forman	Housewife	"
Bill Blakely	Stockman	"
Lawrence L. Ashley	Stockman & Farmer	"
Mrs. D. E. Wing	Farmer	"
Buck Wing	Farmer	"
Ben Taylor	Stockman	"
Arthur Hixson	Farmer	"
Walt McGreer	Appliance Dealer	"

Name	Occupation	Address
Ted McGreer	Oil Distributor- Signal Oil Co.	Antelope
Donald J. Beaton	Sheepman	"
Norman Bain	Stockman	Clarno
Ben H. Nicholas	Daily Mail Carrier between Fossil & Antelope	Antelope
Ronald Bain	Farmer	"
Sam Glover	Farmer	"
Milard B. Thomsen	Farmer & Stock Raiser	"
Roberta E. Thomsen	"	"
Henry Deinert	"	"
Tillie Deinert	Housewife	"
Chas A. McDonald	Stockman	"
Neil E. McDonald	"	"
June Thomsen	Housewife	"
Frank Thomsen	Farmer & Stockman	"
Fred Rooper		"
Ophie Palmer	" "	"
Clyde Palmer	" "	"
Rose Ellen Palmer	Farmer & Stockman	"
Johnny Palmer	"	"
Sandy McKay	Farmer	"
Clayton G. Garrett	Stockman	"
Louis J. Muhs	"	"
Frances McKay	Housewife	"
Loren Streit	Farming	"
Murdo McKay	Farmer	"
Marjorie Huntington	Housewife	"
Thos. Huntington	Rancher	"
Donald Maurer	Stockman	"
Edgar W. Norris	Laborer	"
D. H. McRae	Stockman	Clarne
May G. McRae	Housewife	Clarno
Chas. Chapman	Farmer	"
Rogers Chapman	Farmer	"
Edna Chapman	Housewife	"
Fred Misener	Garage man	Fossil
Robert Mis[illegible]r	"	"
R. S. Misiner	"	"
David G. Boardman	"	"
Evan L. Kane	Mechanic	"
W. L. Powell	Pastime	"
R L. Kallam	Welder	"
Edward Lee	Stockman	"
Ralph McGreer	Rancher	"
Robert Stephens	Mill Worker	"
Dennis Mathews	"	"
George Reed	Std Oil Dist.	"
Woodrow Scoggin	Stockman	"
Robert V. Moore	Bartender	"
T. V. Van Horn	Merchant	"
Will Evans	City Marshal	"
Wayne Edwards	Restaurant	"
Clarence V. Warren	Laborer	Spray, Oregon
Mrs. Wayne Edwards	Restaurant Owner	Fossil
Louise Bell	Waitress	"
Blanche Cook	Housewife	"

Name	Occupation	Address
Kathryn Flack	Housewife	Fossil, Oregon
Louie ~~Tarig~~ Jirg	Rancher	Mitchell, Ore
C. F. Waters	Stockman	Fossil
O. P. Bunker		"
W. R. Powell		"
Ralph I. Pope	O.S.P.	"
Jessie Reed	Office Clerk	"
Lillie Schomp	Housewife	"
Robert R. Luther	Mechanic	"
J. R. Wood	Farmer	"
Milo W. Prindle	Farmer & Assessor, Wheeler Co.	"
M. E. Keys	Sheriff	"
Scott Sasser	County Clerk	"
E. F. Loomis	Merchant	"
S. J. Howard	Co. Judge	"
I. A. Johnson	Retired Merch. & Stockman	"
Verne Edwards	Farmer	"
Nan Edwards	Housewife	"
Robert E. McCulloch	Farmer	Clarno
Laura Silvertooth		Antelope
Marine B. Baker	Housewife	Antelope
E. O. Borthwick		"
Martin W. Nill	Farmer	Clarno
Robert G. Nill	Farmer & Stockman	Clarno
Art McGreer	Farmer	"
Wenifred Thomsen	Housewife	Antelope
Chris McRaw		"
Vera C. McCulloch	Housewife	Clerno
Ivan Olsen	Merchant	Madras, Oregon
Arnold Pettibone	Merchant	"
John Krieger	Farm Machine Dealer	"
Roy Foster	Mill Hand	"
I. A. Tonkin	Logger	Warm Springs
Harold Fader	Laborer	Portland
Frank Miller	"	"
Earl Benjamin	Truck Driver	"
A. Davison		Maupin
Mrs. Dick Barnett		Madras
Edd Mitchell		Redmond, Ore.
Thos. Jones	Barber	Madras
Bessie Jones		"
Chet Haught		"
Lloyd Starkey		"
C. K. Babcock		"
F. J. Fisher		"
F. E. Mork		Portland, Oregon
R. R. Bailey, Sr.		"
Loyal I. Miller		Madras
Everett Rive		"
Davis Electric Co.		"
Merle Wilson		"
Esther Jones	Telephone Operator	"
Brice Carman	Service Sta. Opr.	"
Howard W. King	Pharmacy	"
Albert C. Zemke	Farmer	"
J. F. Stone	Restaurant	"

Name	Occupation	Address
Glenn E. Goozey	Everybody"s Merchant	Madras
J. Clarence Voight	"	"
Louise R. Irving	Petroleum Dist.	"
E. H. Carpenter	Stag	"
M. J. Jeffries	Construction	"
Mrs. H. W. Dicus	Restaurant	"
Roy D. Bone		"
N. C. B. Kaas		"
Louis S. Harman	Madras Furn. Co.	"
Albert Hawks	"	"
L. C. Sasman		"
Morris F. Kopp	Retail Lumber	"
Howard W. Turner	Abstractor	"
Guy D. Wade	Pres. Chamber of Comm	"
Myron W. M les		"
Joe S. Joseph	Cafe	"
Elizabeth Green	Co. Treas. Jeff. Co.	"
H. A. Dussault	Sheriff	"
Mrs. Nellie Watts	County Clerk	"
William Brown Hill	Assessor	"
Ada J. Brownhill	Deputy Assessor	"
William C. Robinson		"
E R. Van Wert	Merchant	"
J. C. Christiansen	Hotel Jefferson	"
B. N. Conroy	Main St. Garage	"
John Henry	"	"
Mr. & Mrs. G. E. Greenlie	Willawdale Sta	Gateway, Ore
Stanley Swett	Garage Owner Sta	"
J. McNaught	Banking	The Dalles, Ore
Grant Perry	Livestock Inspector	The Dalles,
F. ~~[illegible]~~ Wagner	Grain Warehouse	Shaniko, Ore
Catherine McRae Dillard	McRae Ranch	Clarno and Portland
Frank C. Dillard	Civil Engineer	Portland & Clarno
~~[illegible]~~ Mrs. W. K. Miller		"
W. K. Miller		"
W. K. Miller, Jr.		"
Ben Musa	State Senator Elect	The Dalles, Oregon
C. R. Andersen	Petroleum Dist.	Grass Valley, Ore
John D. Reeder	Merchant	Shaniko
W. L. Young	Farmer	Shankko
Margaret Mobley	Housewife	Kent
~~Donald J. Benton~~		Antelope
Ed. Cunucon		"
Arthur Schmidt	Rancher	Shaniko
G. H. Reeder	Supt. Water Works	"
J. L. Holt	Sheep Herder	"
Dick Hahn	Rancher	Clarno
H. Spalinger	Farmer	Antelope
J. J. Crabtree	Merchant	Maupin
Ernest C. Schmidt	Cheff	"
Paulina M. Schmidt	Housewife	"
Melvin L. Barnett	Farmer	"
Lee Laughlin	Farmer	"
Frank W. Davis	Farmer	"
Louie J. McElroy	Farmer	"

Name	Occupation	Address
Hila R. Bloom	Clerk	Maupin
Walter A. Harris	Cook	"
Oley Iverson	Butcher	"
George L. Barnett	Farmer	"
Carl A. Barnett	"	"
H/ R. Kaiser	Mayor	"
D. R. DeVore	Laborer	"
Pat Conroy	Farmer	Shaniko
Clarence Fangher	Farmer	Maupin
O. R. Fraley	Garage	"
W. D. Godson		Prineville
R. Austin	"	Maupin
BillBerier		Tygh Valley
Lawrence McCoster		"
Eugene Courtney	Ins. Agent	The Dalles
M. W. Wilkinson	Dist. Atty	The Dalles
W. R Webber	Co. Judge	The Dalles
C. P. Fauerso	Co. Engineer	"
Mrs A. L. McGreer	Rancher's Wife	Clarno, Ore
W. H. Steiner	Stockman	Fossil
Leo Hahn	Livestock	Antelope

STATE OF OREGON)
) ss
COUNTY OF WASCO)

I, E. A. Maurer, first being duly sworn depose and state: that the foregoing copy of Petition is a true and exact copy of Petition in my possession and that the names attached thereto have been duly affixed by the individuals as appearing above.

E A Maurer

SUBSCRIBED and sworn to before me a Notary Public in and for said County and State, this 5th day of November, 1948.

Bernice Corrigan
Notary Public for Oregon
My Commission Expires Aug. 8, 1951.

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FOR FILING

[illegible]
[illegible]
[illegible] Fossil Second

October 29, 1948

Oregon State Highway Commission

Gentlemen:

Mr. Art M. Greer, Chairman, Road Committee, Clarno Grange, has an appointment to appear before you at the next meeting of the Commission to discuss the Fossil-Shaniko Secondary Highway.

For your information, I give you the following data relative to the status of this secondary highway, the estimates herein given being old reconnaissance estimates revised to present price structures:

Beginning at Shaniko, at M. P. 0.0, there are 14.8 miles of substandard grade, with a light gravel surface 18 feet wide. This section is traverseable at all times of the year, although somewhat unstable during the wet season. The estimated cost to improve this section to an oil surface standard is $356,000.

From M.P. 14.8 to M.P. 32.3, a distance of 17.5 miles, the highway has never been improved. It is an old county road, very narrow, with no surfacing, and it is impassable during considerable portions of the winter season. The estimated cost to reconstruct this road to an oil standard, including the bridge across the John Day River at Clarno, is $747,000.

From M.P. 32.3 to M.P. 38.9, a distance of 6.6 miles, the highway has been graded to modern standard and has an adequate gravel surface. To complete surfacing and oiling of this section will cost $67,000.

From M.P. 38.9 to the city limits of Fossil, a distance of 4.2 miles, the section has been graded to a low standard, with a light surface of gravel 18 feet wide. This section is traverseable throughout the year, although somewhat unstable in winter. To complete this section to an oil standard would cost $101,000.

Summing up the above, the cost of the entire 43.1-mile length of the Shaniko-Fossil Highway is $1,271,000.

In the suggested program for the years 1949 and 1950, there is an allocation of $110,000 for this highway, which, if approved, should be expended on the unimproved section between M. P. 14.8 and M.P. 32.3.

We will have a map of this highway available for your inspection at the Commission meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams

AGENDA
NOV 3 1948

D

Clarno Ore
Oct. 21, 1948

Mr. H. B. Glaisyer
Secretary Oregon State Highway Comm.
Salem, Ore.

Dear Sir,

I wish to accept the appointment to appear before the Highway Commission Nov. 4 at ten O'clock.

We want to bring before the Commission the importance of Highway 218 from Shaniko to Fossil. I believe the Commission already has quite a little information Concerning this road

Very truly yours,
Art McGreer

10:15 AM
Nov 4, 48

RECEIVED
OCT 25 1948
OREGON
STATE HIGHWAY COMMISSION

D

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

COPY

Clarno Ore

Oct. 21, 1948

Mr. H. B. Glaisyer
Secretary Oregon State Highway Comm.
Salem, Ore.

Dear Sir:

I wish to accept the appointment to appear before the Highway Commission Nov. 4 at ten o'clock.

We want to bring before the Commission the importance of Highway 218 from Shaniko to Fossil. I believe the Commission already has quite a little information concerning this road.

Very truly yours,

/s/ ART M. GREER

REFERRED TO
William
By Chief Engineer

Prepare report
& sketch map
to send Commission

September 28, 1948

Mr. Art McGreer
Chairman, Road Committee
Clarno Grange
Clarno, Oregon

Dear Mr. McGreer:

When I returned to the office from an absence of a week I found on my desk your letter of September 16 requesting a hearing before the State Highway Commission at its next meeting for a group from your grange and from the Wasco County Court.

The State Highway Commission will be glad to grant you such a hearing. Its next regular meeting is scheduled to be held in Portland on Wednesday and Thursday, November 3 and 4. Delegations will be heard on the second day of the meeting, so I am reserving 15 minutes of time for your group starting at 10:15 a.m. on that day, which I trust is satisfactory. The meeting place is in the Green Room on the first floor of the Imperial Hotel.

In order that pertinent data may be on hand at the meeting if it is needed, I would appreciate it if you would let me know what the subject of your discussion with the Commission will be.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ec

cc - Commission
Mr. R. H. Baldock
Mr. W. C. Williams

Clarno Ore.
Sept 16, 1948

H. B. Glaisyer. Sec.
Oregon State Highway Commission
Salem. Ore.

Dear Mr. Glaisyer:

Last week when I called at the State Highway Commission offices Mr. Williams recommended that I write you for an appointment to appear before the Highway Commission at there next meeting.

Would you please schedule this appointment for me. I would like to have a representative from the Wasco County Court and one or two others appear with me.

I would appreciate an answer at your earliest convenience so we can make more definite plans to attend.

OPIES TO COMMISSIONERS

Very truly yours,
Art. Mc-Greer
Chairman road Committee. Clarno Grange

RECEIVED
SEP 10 1948
OREGON
STATE HIGHWAY COMMISSION

10:15 AM
nov 4, 48

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Const
R/W
Shaniko-Fossil Second.

Agenda Item 4-a
June 28 and 29, 1948

September 1, 1948

Mr. Art M. Greer
Chairman, Road Committee
Clarno Grange
Clarno, Oregon

Dear Mr. Greer:

Some time ago you wrote the State Highway Commission, urging permanent improvement of the Shaniko-Fossil Secondary Highway, which, you stated, was used as a major detour for east and west traffic during the closure of the Columbia River Highway by flood waters.

Your letter has had the attention of the State Highway Commission, together with a report from the Engineer on the subject; moreover, the Commission inspected a portion of the road during the progress of its trip into Eastern Oregon in July.

According to the Engineer's report, the reconnaissance investigation reveals that it would cost in excess of $2,000,000 to improve the entire highway, including an oil surface. The Commission could not see its way clear to obligate any such sum of money and accordingly found it necessary to deny your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo

Agenda Item 4-a
6-28-48

FORM E-30 25M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1948

SUBJECT: Complaint - Shaniko-Fossil

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Dear Sir:

A complaint reached the Commission that the Shaniko-Clarno section is in poor shape for traffic, and that it has not been bladed in 1948.

Mr. Koons advises that this road, from Shaniko to Clarno, was graded in April, 1948. It has not been graded in May or June. It could not be graded before April because it was frozen. It has not been graded in May or June so far because the boys could not get to it. They have had an unusual number of cloudbursts, rains, and break-ups, on the Sherman Highway.

This section cannot be bladed when it is wet. It is narrow, winding, steep, and un-surfaced; the lower part has black, slippery mud mixed with a little talus rock and gravel.

We have four men only, on the Shaniko crew, and are not able to increase the size of this crew. They have been very busy patching the holes in the Sherman Highway. In fact, the crew from Moro was shoved on up that way to help them out.

Mr. Koons inspected this road yesterday, and reported that it is passable, and in about the usual shape for this time of year. It would take two days to blade this, with two men, and he will blade it in the not too distant future. Mr. Koons is reluctant to stop patching holes on the Sherman, and cleaning up cloudbursts to blade this road, over which traffic is very light.

Mr. Koons mentioned that the sheep men haul some very heavy loads early in the Spring, but after the frost has gone out of the ground, and that it would help wonderfully in maintaining this road if they would haul those heavy loads when the road is frozen, or wait until it has dried out a little. He thought the complainant in this case was the man who hauls the heaviest loads during the Spring break-up.

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:IH

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Sent
FJV
[illegible]

June 21, 1948

Oregon State Highway Commission

Gentlemen:

You have been furnished a copy of a letter addressed to you by Art M. Groer, Chairman, Road Committee, Clarno Grange, requesting permanent improvement of the Fossil-Shaniko Secondary Highway.

The length of this secondary highway is 43.65 miles and only a small portion of it has been improved. Such improvements as have been made have consisted of grading and graveling only and no portion of the highway, other than within the city of Fossil, has an oiled surfacing. Based on a reconnaissance investigation, the estimated cost to improve the entire highway, including oil surfacing, is $2,075,000.

Permit me to suggest that consideration be given to the allocation of approximately $100,000 to $150,000 to this secondary highway in the next construction program.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams

June 14, 1948

Mr. Art M. Greer
Chairman, Road Committee
Clarno Grange
Clarno, Oregon

Dear Mr. Greer:

In your letter of June 4, 1948, you urge the State Highway Commission to construct a permanent improvement of the Shaniko-Fossil State Secondary Highway between Shaniko and Fossil and give reasons for the necessity for such improvement.

I shall be pleased to bring your letter to the attention of the State Highway Commission at its next meeting. In the meantime I am forwarding copies of it to the individual members of the Commission for their advance information. I am also handing a copy to the State Highway Engineer so that he will be in position to advise the Commission when the matter comes up for discussion. When the Commission has taken action on your request I shall be pleased to advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHB:sc

cc - Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

Clarno Ore.
June 4, 1948.

AGENDA
JUN 28 1948

Oregon State Highway Commission
Salem, Ore.

ACKNOWLEDGED
H. B. GLAISYER

COPIES TO COMMISSIONERS
Baldock
Williams

Dear Sirs:

For several years the people in the Communities served by the Secondary Highway between Shaniko, Antelope, Clarno and Fossil (No 218) have asked for permanent improvement on this road. Now that the Columbia River Highway is Closed by flood waters this road becomes one of the major detours for East and West traffic.

I noticed that the Highway Department placed a traffic Counter approximately two miles west of the John day River. During the period this traffic Count was taken this road was impassible from rain at least 50% of the time and inadvisable for other than local people to attempt to travel all the time.

During the past week this road has had a Continuous flow of traffic. I have talked to different tourists that were forced onto this road and most of them wouldn't believe a road this bad Could be Called a Secondary Highway. One man remarked "Its really tough". The section of road from Clarno to Antelope hasn't been even graded this spring and

SYC

its in a terrible Condition

The people in the Plains area Are forced to use this road All year around. We have to market our produce when the road will permit not when the price is best, always. The road is in a natural location for a Connecting link between the John Day Highway and the Dalles California and Sherman County highways. We feel this road should be made a surfaced Highway And Construction should start this Summer.

You Can't Count the traffic on a road until it is passable and people quit driving up to 100 miles further rather than risk getting stuck in the mud like they do on Highway 218. You Can't Count sheep out of a Corral unless you open the gate and for most people this road has the gate Closed.

Would you please advise me of the Highway Commissions program for Highway 218.

Very truly Yours.

Art M. Greer

Chairman road Committee for the Plains, Grange.

RECEIVED
JUN 7 1948
OREGON
STATE HIGHWAY COMMISSION

Reasons why Highway 218 should be improved.

1. Natural location for Connecting the John Day Highway with the Dalles California and Sherman County Highways.
2. Shortest distance between the Highways and centrally located between the Columbia river Highway and Ochoco Highway.
3. Has been neglected by the Highway department since acquired by them. Only approximately four miles of Market road Construction in twenty years.
4. Out of 48 miles of road all but 13 miles is now a Market road grade and this short distance makes the rest of the Construction useless during the muddy season or approximately eight months of the year.
5. Saves a good many miles for travel from Eastern Oregon to Central Oregon and from Central Oregon to Eastern Oregon.
6. Would be an all year road. Could always be kept Clear of snow with little expense.
7. Would relieve some of the traffic on the Columbia river Highway.
8. Road right of way Could be obtained for practically nothing.
9. Would put the Clarno Community in Competition with other Communities for marketing produce.
10. During emergencies it Could serve as a detour for traffic from the Columbia river Highway and Ochoco Highway

COPIES TO COMMISSIONERS
Baldock Williams

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FOR FILING

FORM E-30 25M 8-50 42286

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1951

SUBJECT:

2416

To:

S-295(3)

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I understand that the East Unit, Antelope-Clarno Section has been taken off the program and that this substitution of culverts for pipe will not have to be made.

Very truly yours,

G. S. Paxson
Bridge Engineer

OK

NOTED
W. C. WILLIAMS

GSP:gm

5/3/51
WCW says OK with metal pipe & specs so written.

ASSIGNMENT

ruary 16, 1951

No. 2498

By

Description: Tom Davis' letter of February 15 re pipe for East Unit, Antelope-Clarno Section

Acknowledged by _____ Referred to Paxson ✓ __________

Investigate and report with recommendation
Investigation, such action as necessary and report
xx Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

Assignment executed 3-2-51 Report received ________

Remarks: How about treated timber box?
WCW

PLEASE RETUR
W. C. WILLI
FOR FILING

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 15, 1951

[illegible] TO
W. C. [illegible]
[illegible]

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 8th 1951 authorizing advertising on Oregon S-295(3), East Unit, Antelope-Clarno Section, in which we questioned the possiblity of obtaining the 72" C.M. Pipe as specified.

In commenting on this project our Division Office suggests consideration be given to either a battery of 36" pipes or a treated timber box as a substitute for the 72" C.M.P. They also question the use of metal pipe which in the 3180 ft. specified involves over 54 tons of steel and suggest the possible use of reinforced concrete pipe.

Reinforced concrete pipe could be substituted though it would of course involve a long haul of relative heavy material but it does not seem to us that priorities for such projects as this will be available for sometime, if at all.

We understand this project will not be advertised for the February meeting, however we believe some thought should be given to the above comments before advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

TMD:re

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

February 8, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. and E. documents for Oregon Project S-295(3), East Unit, Antelope-Clarno Section of the Shaniko-Fossil Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer, This is to authorize your advertising for bids.

We wish to call attention to the 72" corrugated metal pipe culverts at stations 136+ 75 and 238, also the 72" arch type C.M.P. at sta. 433+ 50. There is some doubt as to what assistance, if any, we may be able to give with regard to securing this pipe.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

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OREGON
STATE HIGHWAY COMMISSION

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MONTANA
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IDAHO
WASHINGTON

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

December 14, 1950

8,42

Summit Clarno [illegible]

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

As requested in your letter of December 11, 1950 and in view of the justification furnished, Project No. S-295(3), Antelope-Clarno, has been transferred from category (b) to category (a).

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Copy to Probert

TMD:re

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STATE [illegible]

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C 1 8 1950
OR FILING

December 11, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to federal-aid secondary project No. S-295 (3), involving grading, draining and surfacing work on Highway FAS 306 (Antelope-Clarno Section), which project is Item 120 of Oregon's Federal-aid Secondary Program.

In the listing of federal-aid projects remaining to be contracted which was submitted to you on August 4, 1950, this project was included in category (b) as a project which we then thought might not "contribute directly to defense or to civilian requirements essential in the changed international situation."

On further consideration of the conditions involved, we find the need for this project to be sufficiently urgent to warrant its transfer to category (a). We therefore now request such transfer.

The existing road is little more than a trail, being narrow, crooked and only partially surfaced. During much of the winter and spring, it is impassable. Because of its condition, traffic is avoiding it as much as possible.

The federal-aid route on which the project is located traverses a large stock raising area and is the only east and west cross connection between F. A. Route 4 and F. A. Route 6 in a distance of 80 or 90 miles.

The improvement contemplated will provide alignment, grade and width conforming with secondary highway standards, together with a surfacing which can be maintained in passable condition throughout the year.

Pertinent information relating to the project is as follows:

Length- - - - - - - - - - - - - 8.00 miles
Cost- - - - - - - - - - - - - - $250,000
Number of working days- - - - 250
Traffic, 1949 - - - - - - - - - 58 ADT (30% commercial)
Traffic, estimated for 1965 - 75 ADT
Materials- - -Culvert pipe (Readily available)
Labor- - - - -Equipment operators and unskilled labor
(All readily available)

Plans for the project are being prepared and we will be ready to receive bids about March 1.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

February 22, 1951

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

With further reference to the Shaniko-Fossil Highway and in answer to your letter of February 15, I am of the opinion that the improvement of the East Unit of the Antelope-Clarno Section, 8.42 miles in length, would not satisfy the local residents for any length of time. While this project, which is included in the present program, is the worst part of the existing road and is the only section that makes necessary closure of the road for an average of 40 days a year, there are other sections that are narrow and otherwise unsatisfactory, and, human nature being what it is, it is my opinion that they will keep on demanding that these other sections be improved.

With respect to the sections to the east and to the west, advise that the eastern section, in Wheeler County, extends from the John Day River bridge at Clarno eastward a distance of nine miles. This is a narrow, winding road, passable all but a few days of the year. The westerly section, in Wasco County, which extends from Antelope eastward a distance of approximately six miles to the top of the hill where the middle project would begin. This six miles is likewise narrow, has only a small amount of gravel surfacing, but is stable all but a few days of the year.

The improvement of the easterly section would cost about $270,000 and the westerly section $180,000, or a total of $450,000.

The improvement of the East Unit of the Antelope-Clarno project which is now being considered, which is 8.42 miles in length, is estimated to cost $270,000.

This would make a total cost of $720,000 for 23.42 miles. This would improve the road throughout to a gravel standard. This money does not include a new bridge across the John Day; the present bridge will probably last about ten years. It is estimated the bridge will cost $230,000. Thus, the expenditure of $950,000 would bring the road to a gravel surface throughout and to a fair standard. However, in order to make an all-weather, oiled road would require additional widening of the remaining 20 miles of the section, resurfacing

February 22, 1951

of the 20 miles, and the oiling of the total of 43 miles, which is estimated to cost an additional $1,000,000.

Applying economic yardsticks, it is found that the expenditure of this $2,000,000 will create benefits of about 50 cents on the dollar. In other words, for each dollar expended in the amortization of the investment, maintenance, and operation, the savings to the road user will be 50 cents. In contrast to this, the building of the 8.42 miles to a gravel standard will create enough benefits, including the elimination of the 40-day closure period which investigation discloses is about an average, of approximately one to one; in other words, for each annual dollar expended on the amortization of the investment, maintenance, and operation of this section of the road, the benefits are approximately one dollar, so that it is about an even break.

Ordinarily, it is poor business to expend road funds which create such a small benefit factor as this one in view of the large number of projects that will bring real benefits to the people of the state. However, you have your commitments to consider, inasmuch as the people were promised this road.

When this present project was originally set up, $200,000 was suggested for expenditure somewhere on this road. Further investigation disclosed that, in order to make this full improvement, it would require about $250,000, which is now increased to $270,000. The $150,000 was taken from the Hocus Marsh-Rocky Point Section which was cut from the $400,000 amount to $250,000. It now develops that if we build the Hocus Marsh-Rocky Point Section we will probably have to have nearly $400,000, which matter will be discussed in a separate letter. It may, therefore, be that you would like to discuss both of these projects at the same time.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Ben R. Chandler
Mr. M. K. McIver
Mr. W. C. Williams
Mr. M. H. Hawke

LER, CHAIRMAN
OS BAY
AS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

February 13, 1951

NOTED
W. C. WILLIAMS

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

I appreciate the information contained in your letter of February 12 concerning the Shaniko-Fossil secondary highway in Wasco County.

One of the many things that is always of concern is the proper allocation of funds so that the greatest benefit will accrue to the most people and at the same time aid in the economic development of our state.

I have given this particular project considerable thought, and the rejection might be detrimental and again the completion might be a waste of funds when compared to necessity and need of other locations.

What I would like to know in this instance is if we construct this section of 8.42 miles would it be necessary to continue with the project or would the improvement under consideration be sufficient for a number of years to come. The hope would be that there would be more need in the future than there is at the present.

Sincerely,

Chas

CHR/vlw

RECEIVED
FEB [illegible] 1951
OREGON
STATE HIGHWAY COMMISSION

Williams
Please prepare answer

Drove from Fossil to Shaniko—first eleven miles of gravel smooth. Next nine miles down to Clarno bridge a very narrow, winding road—much of it only one way. On west approach of Clarno bridge I noticed planks were loose and nails sticking up three inches. Gave orders to Shaniko section crew to have this taken care of at once. The section for eight miles west of Clarno is narrow, steep and rough.

From Mr. Collier's report to Mr. Williams under date of Setp. 4, 1947.

Form E26—2M—6-39
STATE PRINTING DEPT.

Work Sheet

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Sum[illegible] County Wasco

Description of project [illegible]

Highway number 291 Highway system Secondary

Length 3.42 Date of analysis 2/21/51

Analysis made by [illegible] Checked by

I_{ar} — $	1,909	K_1 —	1.0
C_a — $	19,704	K_2 —	
B_n — $	18,640	K_3 —	
B_f — $	1,567	K_2K_3 —	
K_1C_a — $	19,704	$1-K_2K_3$ —	

$Q_s — I_{ar}/K_1C_a$ — 0.072

$Q_{Bn} — B_n/K_1C_a$ — 0.946

$Q_{Bf} — B_f/K_1C_a$ — 0.080

$Q_B = Q_{Bn} + Q_{Bf}$

~~$Q'_s — Q_s — K_2K_3Q_{Bf}$~~ — 1.026 0.78

$(Q_S + Q_B)$

$Q_c — 0.707$ [~~$Q_s + Q_{Bn} + Q_{Bf}(1 — K_2K_3)$~~] — 0.776

Annual Cost Calculations

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit-Clarno County Wasco

Description of project Grading & Rock Surfacing

Highway number 291 Highway system Secondary

Length 8.42 Date of analysis 2/21/51

CAPITAL COSTS

Item		Net Cost	Gross* Cost	Amort. Period	Annual Capital Cost
Rights of way, easements, etc.		$	$ 6,000	30	$ 306
Clearing, grading, etc.			160,000	30	8,160
Pavements and surfacing:					
Type Gravel	8.42 Mi.		90,000	30	4,590
Type	Mi.				
Structures:					
Type	Ft.				
Type	Ft.				
Type	Ft.				
Signs, lights, signals, etc.					
Other construction items: Fencing			19,000	30	969
Unamortized cost of former construction:					
1. **Total annual capital cost**			275,000		$ 14,025.

MAINTENANCE COSTS

Item		Net Cost	Gross† Cost
Pavements and roadway surfaces:			
Type Gravel @ $350/Mi	8.42 Mi.	$ 2,947	$ 3,058
Type	Mi.		
Roadbed, shoulders and right of way @ $200/Mi.	8.42 Mi.	1,684	1,747
Structures:			
Type	Ft.		
Type	Ft.		
Type	Ft.		
Miscellaneous general maintenance @ $100/Mi	8.42 Mi	842	874
Other items			
2. **Total annual maintenance cost**			$ 5,679

OPERATION COSTS

3. **Additional mileage** .... at .... per mile $

TOTAL ANNUAL COSTS [1 + 2 + 3] $ 19,704.

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* Gross costs comprise net costs plus 10% for engineering and construction and 3% for general administration and overhead.

† Gross costs comprise net costs plus 3¾% for general administration and overhead expense.

Form E33-000-10-30

Traffic I

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit - Clarno Description of project Grading & Rock Surfacing County Wheeler

Highway number 291 Highway system Secondary Length 8.42 Date of analysis 2/21/51

Traffic Type	Average Annual Traffic				Average Annual Road Use During Life of Project		Unit Net Revenues		Total Annual Net Revenue
	Present		Projected						
	Vehicles	Tons	Vehicles	Tons	Vehicle-miles	Ton-miles	Per Vehicle-mile	Per Ton-mile	
Passenger cars—Oregon	14,600		24,455	42,796	205,911	360,342	0.003896		802
Passenger cars—Foreign									
Total passenger cars	14,600		24,455	42,796	205,911	360,342			
Trucks, light	7,300		12,228	37,687	102,960	317,325	0.005896		607
Trucks, medium									
Trucks, heavy									
Trucks, semi-trailer									
Trucks, full-trailer									
Busses, school									
Busses, other									
Total trucks and busses	7,300		12,228	37,687	102,960	317,325			
Total all vehicles	21,900		36,683	80,483	308,871	677,667			

Average weight of trucks 3.082 tons; All vehicles 2.194 tons.

Percentage truck traffic 33 1/3 %

Amortization period 30 years.

Total Annual Income . . . $ 1409

State Printing Dept. 43710

Form E22—300—10-30

Traffi

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit - Clarno Description of project Estimate of 30 Cars Using [illegible] Road & Wasco for 40 days because [illegible] County Wasco

Highway number 291 Highway system Secondary Length 18.5 [illegible] Date of analysis 2-21-5

Traffic Type	Average Annual Traffic				Average Annual Road Use During Life of Project		Unit Net Revenues		Total Annual Net Revenue
	Present		Projected		Vehicle-miles	Ton-miles	Per Vehicle-mile	Per Ton-mile	
	Vehicles	Tons	Vehicles	Tons					
Passenger cars—Oregon	800		1,340	2,345					
Passenger cars—Foreign									
Total passenger cars	800		1,340	2,345					
Trucks, light	400		670	1,173					
Trucks, medium									
Trucks, heavy									
Trucks, semi-trailer									
Trucks, full-trailer									
Busses, school									
Busses, other									
Total trucks and busses			670	1,173					
Total all vehicles	1200		2,010	3,518					

Average weight of trucks .... tons; All vehicles .... tons.

Total Annual Income . . . $________

Percentage truck traffic ....

Amortization period .... years.

State Printing Dept. 42710

Dept. 28177

Mileage Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit-Clarno County Wheeler

Description of project Grading and Rock Surfacing

Highway number 291 Highway system Secondary

Length 8.42 Date of analysis 2/21/51

	New Route	Existing Routes A	B	C
Distance				
Length (miles)	8.42	8.65		
Distance saving (miles)	0.23			
Average annual traffic (tons)	80,482			
Annual traffic saving (ton-miles)	18,511			
Cost ($/ton-mile)	0.02513			
Annual saving				
Total	$ 465			
Surface				
Roadway surface type	T	T		
Saving coefficient	[illegible]	0.28		
Average annual traffic (ton-miles)	677,[illegible]	677,667		
Saving ($/ton-mile)	0.004[illegible]47	0.0070364		
Annual saving	3,236	4,768		
Total	$ 1,532			
Rise and Fall				
Rise and fall (feet)	2507	2507		
~~Saving (feet)~~				
~~Saving~~ (foot-tons)				
Cost. ~~Saving~~ ($/foot-ton)				
Annual ~~saving~~ Cost				
Total	$ —			
Gradient				
Gradients in per cent	5.64 %	5.[illegible] %		
Red'n in gradient				
Average annual traffic (ton-miles)				
Saving ($/ton-mile)				
Annual saving				
Total	$ —			
Alignment				
Curvature rating	2.45	1.5[illegible]		
Points improvement	[illegible]			
Saving (point-ton-miles)	677,[illegible]			
Saving ($/point-ton-mile)	[illegible]			
Annual saving				
Total	$ 68			
Traffic Stops				
Number per year				
Eliminated per year				
Average vehicular weight (tons)				
Saving ($ per ton-per stop)				
Annual saving				
Total	$			

TOTAL ANNUAL MILEAGE ELEMENT SAVINGS $ 2,065

Dept. 28177

Mileage Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit - [illegible] County Wasco

Description of project Es[illegible] longer [illegible] used for 40 days because road closed

Highway number 291 Highway system Secondary

Length 70.75 Date of analysis 2/21/51

	New Route	Existing Routes A	Existing Routes B	Existing Routes C
Distance				
Length (miles)	70.75	89.26		
Distance saving (miles)	19.5			
Average annual traffic (tons)	3,519			
Annual traffic saving (ton-miles)	65,[illegible]8			
Cost ($/ton-mile)	0.02513			
Annual saving				
Total	$ 1,636			
Surface				
Roadway surface type				
Saving coefficient				
Average annual traffic (ton-miles)				
Saving ($/ton-mile)				
Annual saving				
Total	$			
Rise and Fall				
Rise and fall (feet)				
Saving (feet)				
Saving (foot-tons)				
Saving ($/foot-ton)				
Annual saving				
Total	$			
Gradient				
Gradients in per cent				
Red'n in gradient				
Average annual traffic (ton-miles)				
Saving ($/ton-mile)				
Annual saving				
Total	$			
Alignment				
Curvature rating				
Points improvement				
Saving (point-ton-miles)				
Saving ($/point-ton-mile)				
Annual saving				
Total	$			
Traffic Stops				
Number per year				
Eliminated per year				
Average vehicular weight (tons)				
Saving ($ per ton-per stop)				
Annual saving				
Total	$			

TOTAL ANNUAL MILEAGE ELEMENT SAVINGS $ 1,636

—1-49
Printing Dept. 28178

Time Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit – [illegible] County [illegible]

Description of project [illegible]

Highway number 291 Highway system Secondary

Length 8.42 Date of analysis 2/21/51

	New Route	Existing Routes A	Existing Routes B	Existing Routes C
Annual Traffic Volume				
Private passenger cars (per year)	24,455			
Trucks, light (per year)	12,228			
Trucks, medium (per year)				
Trucks, heavy (per year)				
Busses (per year)				
Other traffic				
Totals	36,683			
Private Passenger Cars				
Average speed (miles per hour)	35	15		
Distance (miles)	8.42	8.65		
Time (hours per trip)	0.2406	0.5767		
Time savings per vehicle	0.3361			
Value of savings ($/vehicle-hour)	1.05			
Annual traffic volume	24,455			
Value of time savings				
Total	$ 8,630			
Trucks, Light				
Average speed (miles per hour)	35	15		
Distance (miles)	8.42	8.65		
Time (hours per trip)	0.2406	0.5767		
Time savings per vehicle	0.3361			
Value of savings ($/vehicle-hour)	1.50			
Annual traffic volume	12,228			
Value of time savings				
Total	$ 6,165			
Trucks, Medium				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Trucks, Heavy				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Busses				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			

TOTAL ANNUAL TIME ELEMENT SAVINGS $ 14,795

—1-49
Printing Dept. 28178

Time Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project [illegible] County [illegible]
Description of project Est. of 30 Cars using longer route [illegible] for 40 da[illegible] because road closed
Highway number 291 Highway system Secondary
Length 70.75 Date of analysis 2/21/51

	New Route	Existing Routes A	B	C
Annual Traffic Volume				
Private passenger cars (per year)	1,340			
Trucks, light (per year)	670			
Trucks, medium (per year)				
Trucks, heavy (per year)				
Busses (per year)				
Other traffic				
Totals	2,010			
Private Passenger Cars				
Average speed (miles per hour)	37	34		
Distance (miles)	70.75	89.26		
Time (hours per trip)	1.9122	2.6253		
Time savings per vehicle	0.7131			
Value of savings ($/vehicle-hour)	1.05			
Annual traffic volume	1,340			
Value of time savings				
Total	$ 1,003			
Trucks, Light				
Average speed (miles per hour)	37	34		
Distance (miles)	70.75	89.26		
Time (hours per trip)	1.9122	2.6253		
Time savings per vehicle	0.7131			
Value of savings ($/vehicle-hour)	1.50			
Annual traffic volume	670			
Value of time savings				
Total	$ 717			
Trucks, Medium				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Trucks, Heavy				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Busses				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			

TOTAL ANNUAL TIME ELEMENT SAVINGS $ 1,720

Traffic Benefits

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Summit - [illegible] County Wasco

Description of project Grading and Rock Surfacing

Highway number 291 Highway system Secondary

Length 8.42 Date of analysis 2/21/51

MILEAGE ELEMENT FACTORS

Item	Fuel Function	Non-fuel Function
Distance savings	$ 798	$ 1303
Roadway surface savings	735	797
Rise and fall savings	—	—
Gradient savings	—	—
Alignment savings	34	34
Elimination of traffic stops		
Miscellaneous savings		
Total Mileage Savings	$ 1,567	$ 2,134

TIME ELEMENT FACTORS

Type of Traffic	Annual Value of Time Savings	Type of Traffic	Annual Value of Time Savings
Private passenger cars	$ 9,633	Trucks, heavy	$
Trucks, light	6,882	Busses	
Trucks, medium			
Total Time Savings			$ 16,515

OTHER BENEFIT ITEMS

Item	Value	Item	Value
Note: $1,636 has been added to distance savings and $1,720 has been added to time savings for the loss of the use of the present road in winter. Total $3,356.			$
Total			$

RECAPITULATION OF ANNUAL BENEFITS

Total Fuel Function Benefits		$ 1,567
Non-fuel function benefits: Mileage element factors	$ 2,134	
Time element factors	16,515	
Other benefit items	$	
Total Non-fuel Function Benefits		$ 18,649
TOTAL ANNUAL BENEFITS		$ 20,216

STATE PRINTING DEPT

Form [illegible]—2M—6-39
STATE PRINTING DEPT.

Work Sheet

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Shaniko - Fossil County Wasco & Wheeler

Description of project Entire Highway.

Highway number 291 Highway system Secondary

Length 43.15 Date of analysis 2/21/51

Analysis made by Oakes. Checked by

I_{ar} — $	8,546	K_1 —	1.0
C_a — $	142,480	K_2 —	
B_n — $	57,978	K_3 —	
B_f — $	5,744	K_2K_3 —	
K_1C_a — $	142,480	$1\text{-}K_2K_3$ —	

Q_s — I_{ar}/K_1C_a — 0.060

Q_{Bn} — B_n/K_1C_a — 0.407

Q_{Bf} — B_f/K_1C_a — 0.040

$Q_B = Q_{Bn} + Q_{Bf}$.

~~Q'_s — Q_s — $K_2K_3Q_{Bf}$~~ — 0.447

Q_c — 0.707 [~~$Q_s + Q_{Bn} + Q_{Bf}\,(1 - K_2K_3)$~~ $(Q_s + Q_B)$] — 0.358

-6-30
TING DEPT

Annual Cost Calculations

OREGON STATE HIGHWAY DEPARTMENT
Highway Project Analysis

Location of project [illegible] County [illegible]

Description of project [illegible]

Highway number 291 Highway system Secondary

Length 43.15 Date of analysis 2/21/51.

CAPITAL COSTS

Item	Net Cost	Gross* Cost	Amort. Period	Annual Capital Cost
Rights of way, easements, etc.	$	$65,000	30	$3,315
Clearing, grading, etc.		1,088,000	30	55,488
Pavements and surfacing:				
Type Rock, 43.15 Mi.		612,000	30	31,212
Type , Mi.				
Structures:				
Type Conc., 300 Ft.		230,000	30	11,730
Type , Ft.				
Type , Ft.				
Signs, lights, signals, etc.				
Other construction items:				
Unamortized cost of former construction: 225,675				11,510
1. **Total annual capital cost**		1,995,000		$113,255

MAINTENANCE COSTS

Item		Net Cost	Gross† Cost
Pavements and roadway surfaces:			
Type Rock Surfacing @ $350/mi.	43.15 Mi.	$15,103	$15,669
Type	Mi.		
Roadbed, shoulders and right of way @ $200/mi.	43.15 Mi.	8,630	8,954
Structures:			
Type Conc. @ $0.40/ft.	300 Ft.	120	125
Type	Ft.		
Type	Ft.		
Miscellaneous general maintenance @ $100/mi.	43.15 mi.	4,315	4,477
Other items			
2. **Total annual maintenance cost**			$29,225

720
230
950

OPERATION COSTS

3. **Additional mileage** .... at .... per mile $

TOTAL ANNUAL COSTS [1 + 2 + 3] $142,480

---

* Gross costs comprise net costs plus 10% for engineering and construction and 2% for general administration and overhead.

† Gross costs comprise net costs plus 3¾% for general administration and overhead expense.

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Traffic Income

Highway Project Analysis

Location of project Shaniko - Fossil Description of project Entire Highway County Wasco & Wheeler

Highway number 291 Highway system Secondary Length 43.15 Date of analysis 2/21/51

Traffic Type	Average Annual Traffic				Average Annual Road Use During Life of Project		Unit Net Revenues		Total Annual Net Revenue
	Present		Projected						
	Vehicles	Tons	Vehicles	Tons	Vehicle-miles	Ton-miles	Per Vehicle-mile	Per Ton-mile	
Passenger cars—Oregon	17,277		28,939	50,643	1,248,718	2,185,245	0.003896		4,865
Passenger cars—Foreign									
Total passenger cars	17,277		28,939	50,643	1,248,718	2,185,245			
Trucks, light	8,638		14,469	44,593	624,337	1,924,188	0.005896		3,681
Trucks, medium									
Trucks, heavy									
Trucks, semi-trailer									
Trucks, full-trailer									
Busses, school									
Busses, other									
Total trucks and busses	8,638		14,469	44,593	624,337	1,924,188			
Total all vehicles	25,915		43,408	95,236	1,873,0	4,109,433			

Average weight of trucks 3.082 tons; All vehicles 2.194 tons.

Total Annual Income . . . $ 8,546

Percentage truck traffic 33 1/3 %

Amortization period 30 years.

State Printing Dept. 49710

g Dept. 26177

Mileage Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Shaniko - Fossil County Wasco & Wheeler

Description of project Entire Highway

Highway number 291 Highway system Secondary

Length 43.15 Date of analysis 2/21/51

	New Route	Existing Routes A	Existing Routes B	Existing Routes C
Distance				
Length (miles)	43.15	43.65		
Distance saving (miles)	0.50			
Average annual traffic (tons)	95,236			
Annual traffic saving (ton-miles)	47,618			
Cost ($/ton-mile)	0.02513			
Annual saving				
Total	$ 1,197			
Surface				
Roadway surface type	II	I		
Saving coefficient	0.19	0.28		
Average annual traffic (ton-miles)	4,109,433	4,109,433		
Saving ($/ton-mile)	0.0047747	0.0070364		
Annual saving	19,621	28,916		
Total	$ 9,295			
Rise and Fall				
Rise and fall (feet)	Same			
Saving (feet)				
Saving (foot-tons)				
Saving ($/foot-ton)				
Annual saving				
Total	$			
Gradient				
Gradients in per cent	Same			
Red'n in gradient				
Average annual traffic (ton-miles)				
Saving ($/ton-mile)				
Annual saving				
Total	$			
Alignment				
Curvature rating				
Points improvement	1.0			
Saving (point-ton-miles)	4,109,433			
Saving ($/point-ton-mile)	$0.0001			
Annual saving				
Total	$ 410			
Traffic Stops				
Number per year				
Eliminated per year				
Average vehicular weight (tons)				
Saving ($ per ton-per stop)				
Annual saving				
Total	$			

TOTAL ANNUAL MILEAGE ELEMENT SAVINGS $ 10,902

M—1-49
Printing Dept. 28178

Time Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Shaniko - Fossil County Wasco & Wheeler

Description of project Entire highway

Highway number 291 Highway system Secondary

Length 43.15 Date of analysis 2/21/51

	New Route	A	Existing Routes B	C
Annual Traffic Volume				
Private passenger cars (per year)	28,939			
Trucks, light (per year)	14,463			
Trucks, medium (per year)				
Trucks, heavy (per year)				
Busses (per year)				
Other traffic				
Totals	43,402			
Private Passenger Cars				
Average speed (miles per hour)	35	20		
Distance (miles)	43.15	43.65		
Time (hours per trip)	1.2329	2.1825		
Time savings per vehicle	0.9496			
Value of savings ($/vehicle-hour)	1.05			
Annual traffic volume	28,939			
Value of time savings				
Total	$ 28,854			
Trucks, Light				
Average speed (miles per hour)	35	20		
Distance (miles)	43.15	43.65		
Time (hours per trip)	1.2329	2.1825		
Time savings per vehicle	0.9496			
Value of savings ($/vehicle-hour)	1.50			
Annual traffic volume	14,463			
Value of time savings				
Total	$ 20,610			
Trucks, Medium				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Trucks, Heavy				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Busses				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			

TOTAL ANNUAL TIME ELEMENT SAVINGS $ 49,464

Traffic Benefits

OREGON STATE HIGHWAY DEPARTMENT
Highway Project Analysis

Location of project Shaniko-Fossil County Wasco & Wheeler
Description of project Entire Highway
Highway number 291 Highway system Secondary
Length 43.15 Date of analysis 2/21/51.

MILEAGE ELEMENT FACTORS

	Item	Fuel Function	Non-fuel Function
Distance savings	5 1,197 + 6 1,636 (see Summit-Clarno)	$ 1,077	$ 1,756
Roadway surface savings		4,462	4,833
Rise and fall savings		—	—
Gradient savings		—	—
Alignment savings			
Elimination of traffic stops		205	205
Miscellaneous savings		—	—
		—	—
Total Mileage Savings		$ 5,744	$ 6,794

TIME ELEMENT FACTORS

Type of Traffic	Annual Value of Time Savings	Type of Traffic	Annual Value of Time Savings
Private passenger cars	$ 29,857	Trucks, heavy	$
Trucks, light	21,327	Busses	
Trucks, medium			
Total Time Savings			$ 51,184

OTHER BENEFIT ITEMS

Item	Value	Item	Value
Note: There has been added to the mileage and time element factors the same amounts for loss of the use of the highway in winter as for the Summit-Clarno section.	$		$
Total			$

RECAPITULATION OF ANNUAL BENEFITS

Total Fuel Function Benefits			$ 5,744
Non-fuel function benefits	Mileage element factors	$ 6,794	
	Time element factors	51,184	
	Other benefit items	$	
Total Non-fuel Function Benefits			$ 57,978
TOTAL ANNUAL BENEFITS			$ 63,722

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1951
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[illegible]-(3)

[illegible]

February 12, 1951

Oregon State Highway Commission

Gentlemen:

In accordance with your request, we have deferred calling for bids at the February meeting on the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway in Wasco County.

The Shaniko-Fossil Secondary Highway is approximately 44 miles in length, and only a few miles have been improved to secondary state highway standards and no part of the secondary highway is oiled. To complete this secondary highway to an oil standard is estimated to cost $1,765,000, or approximately $1,500,000 excluding the present appropriation. This amount includes the construction of intermediate-type oil surfacing throughout but does not include the cost of building a new bridge across the John Day River at Clarno, which bridge will probably be needed within a 10- to 15-year period. A bridge at this location will cost approximately $200,000.

This highway serves a very sparsely settled area, and the present traffic is 58 daily, of which 25% are trucks, mostly light, as heavy trucks cannot get over this road except in favorable weather. The section that we had proposed to improve under the current allotment extends from the summit, some four miles east of Antelope, down the mountain to the John Day River, a distance of 8.42 miles. The original allotment was $250,000, but the current estimate of cost is $271,600. This 8.3-mile section is really the bottleneck of the entire secondary highway, in that, while the rest of the roadway is improved to only a low standard, it is passable most of the year. This 8.3-mile section, however, is only a mountain trail, with no surfacing, and is totally impassable whenever winter storms or frost breakup occur. As to priority for construction of this secondary highway, I will admit it is not high, considering traffic served. It is, however, the only cross connection between Federal-aid Route 4 and Federal-aid Route 6 in a distance of 80 miles. It is one of the early designated secondary state highways, and it is my opinion that attempts should be made to make the road passable during all times of the year if it is to remain on the state highway system.

This matter will be on the next agenda for your consideration.

Very truly yours,

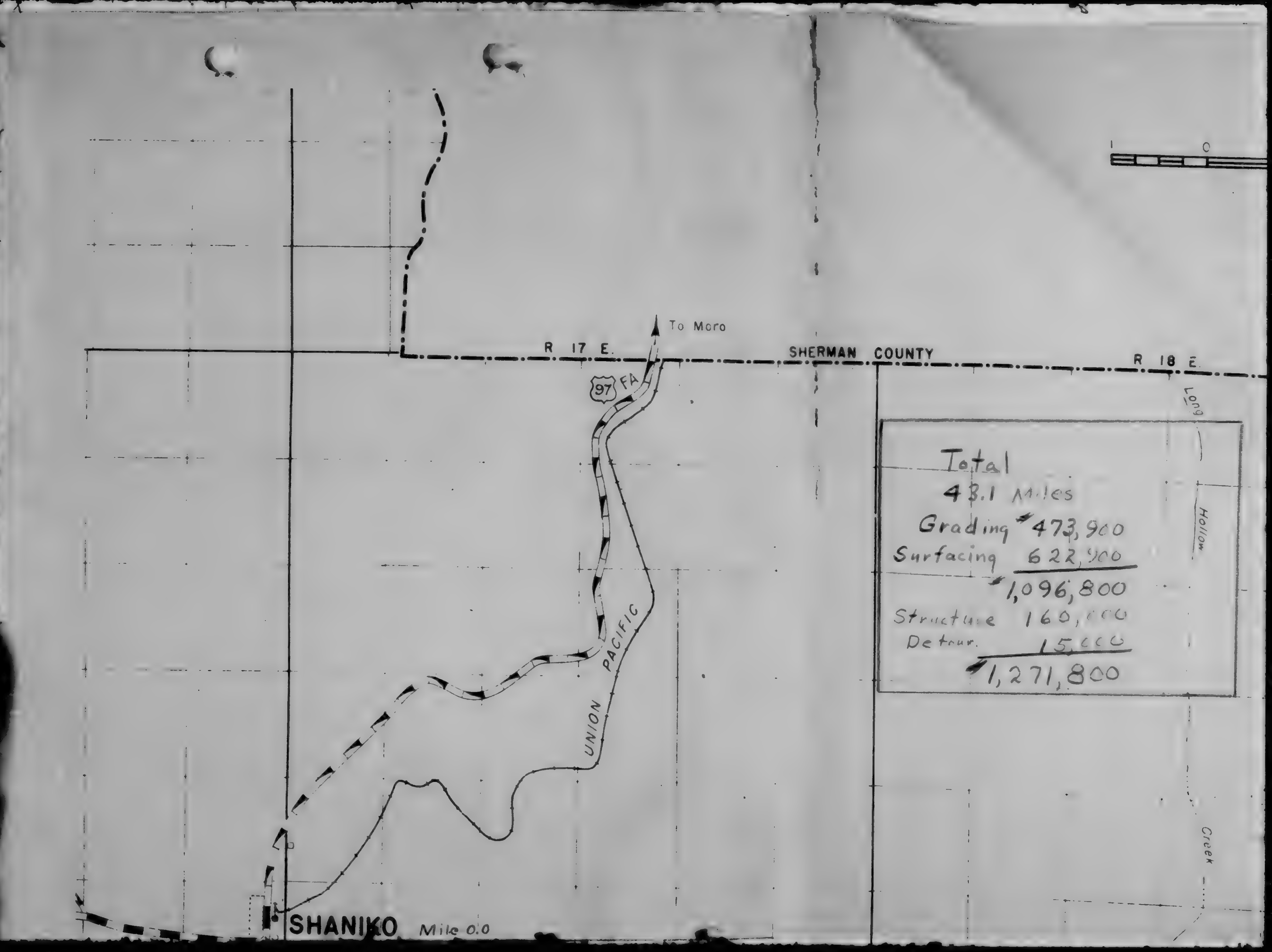
R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. S. H. Probert

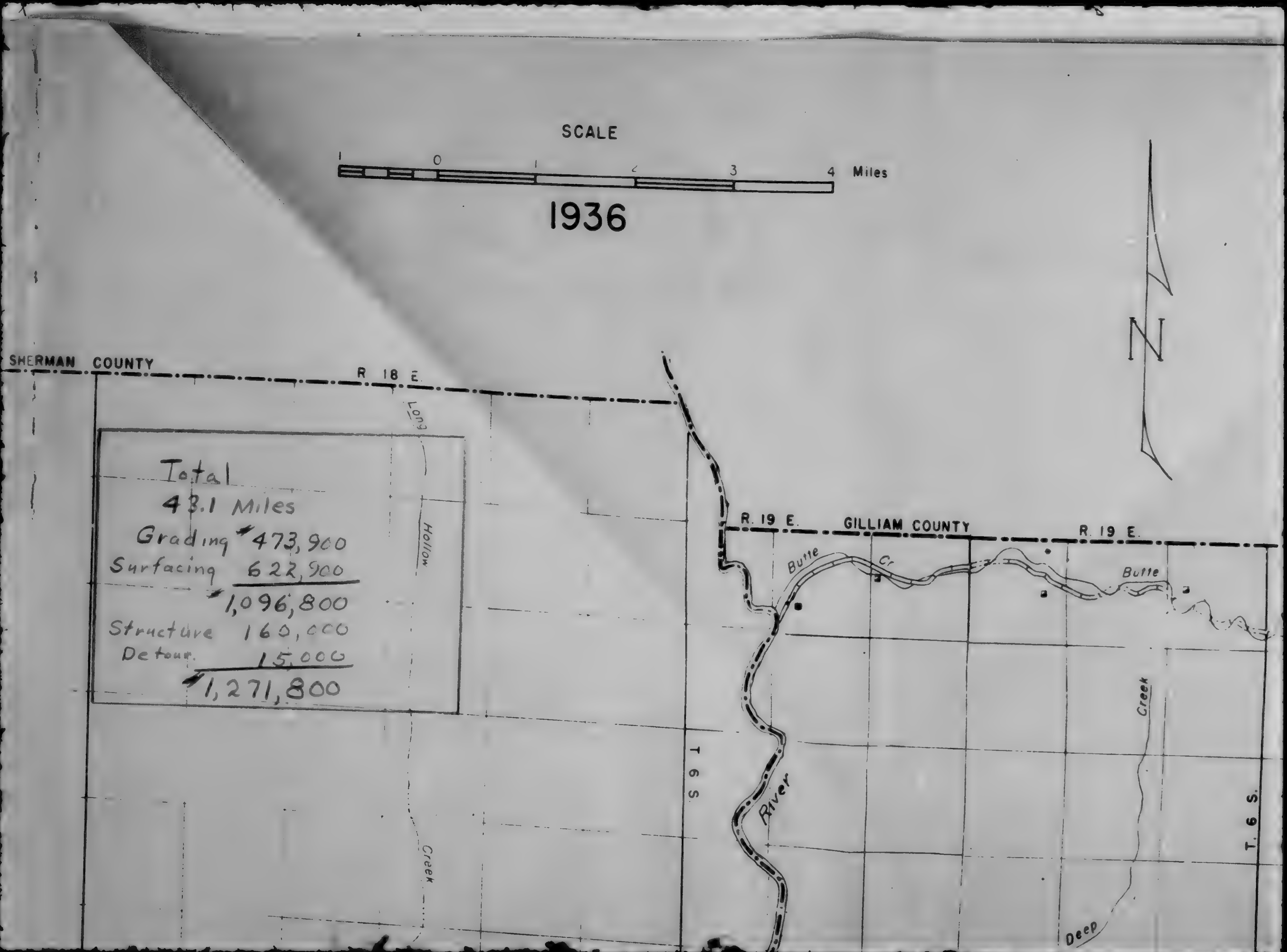
Excerpt from report Mr. Collier made to Mr. Williams, September 4, 1947:

"Drove from Fossil to Shaniko--first eleven miles of gravel smooth. Next nine miles down to Clarno bridge a very narrow, winding road--much of it only one way. On west approach of Clarno bridge I noticed planks were loose and nails sticking up three inches. Gave orders to Shaniko section crew to have this taken care of at once. The section for eight miles west of Clarno is narrow, steep and rough."

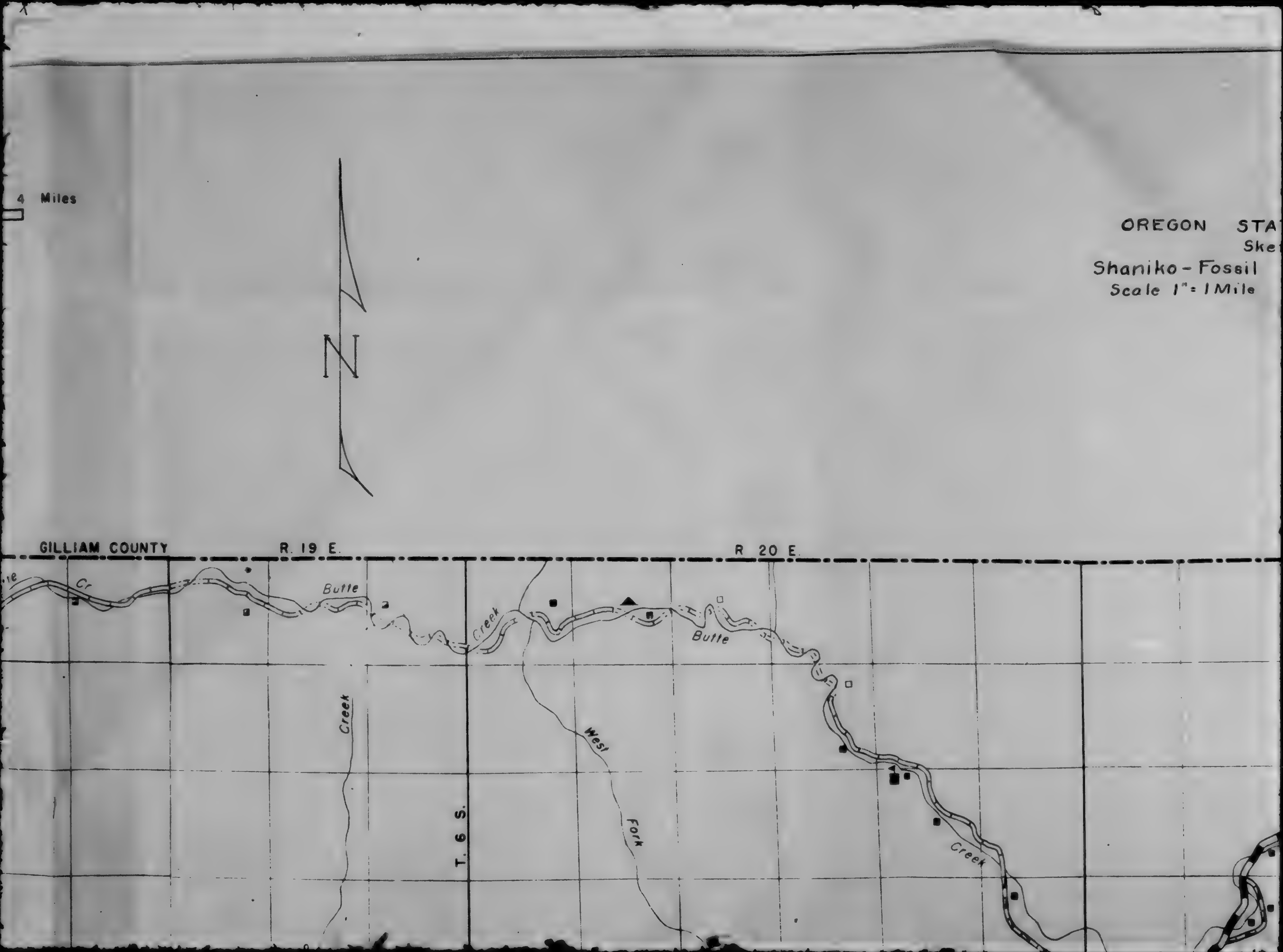
EAC:IH
2/9/51



Total
43.1 Miles
Grading $473,900
Surfacing 622,900
$1,096,800
Structure 160,000
Detour. 15,000
$1,271,800



Total
43.1 Miles
Grading $473,900
Surfacing 622,900
$1,096,800
Structure 160,000
Detour 15,000
$1,271,800



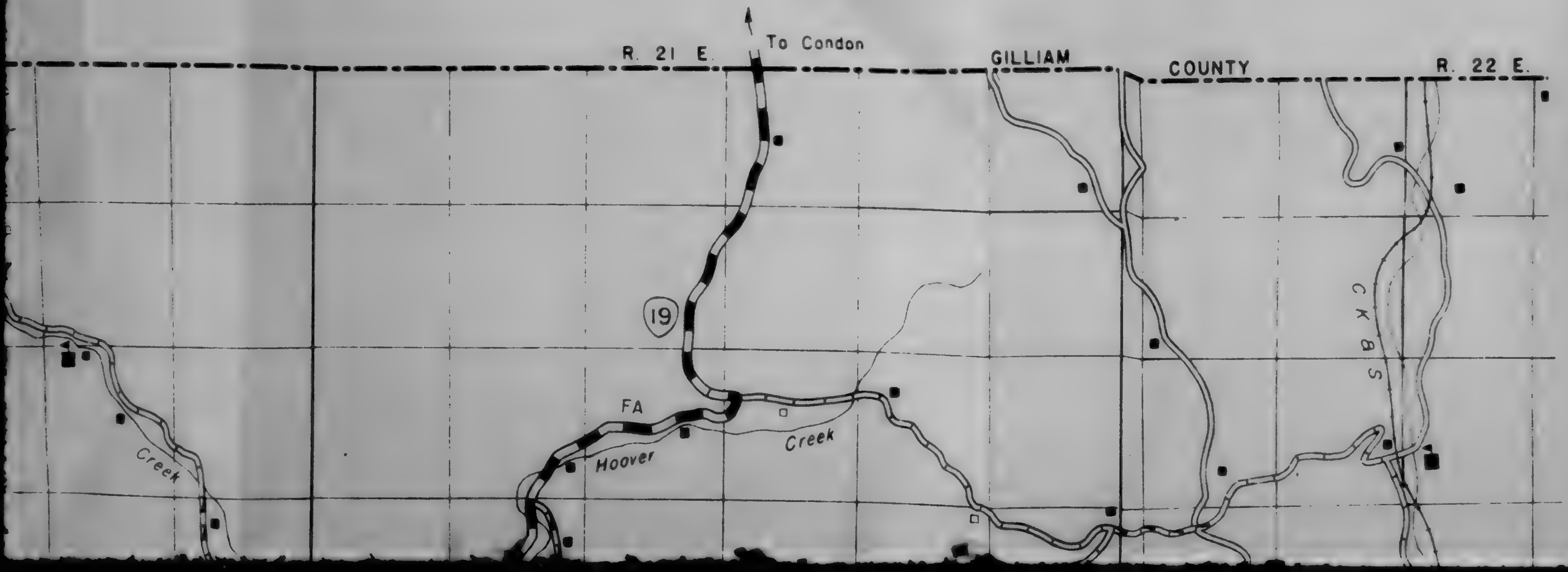
OREGON STA
Ske
Shaniko-Fossil
Scale 1" = 1 Mile

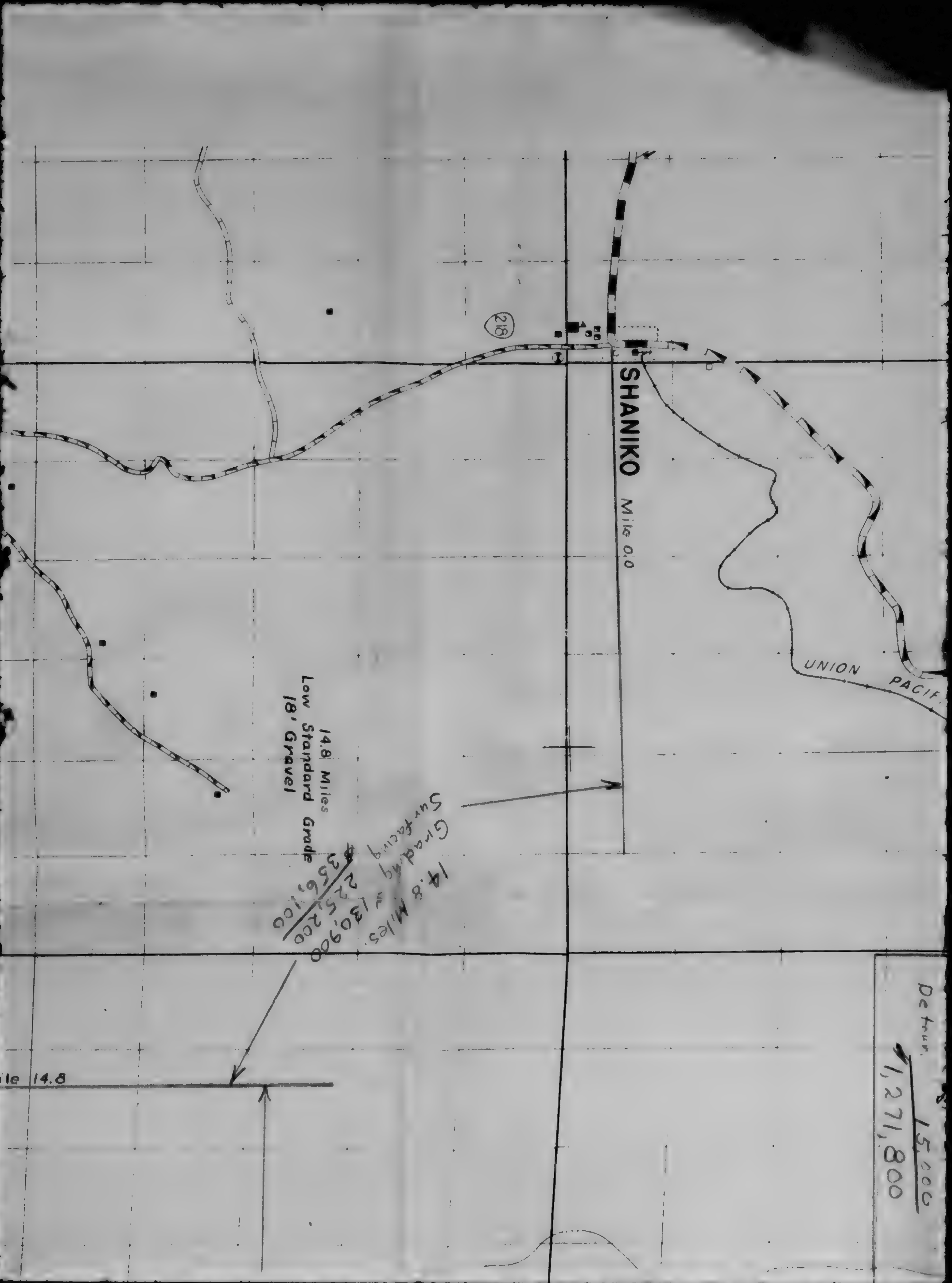
OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

Shaniko-Fossil Secondary Highway No. 218

Scale 1" = 1 Mile Oct. 1948




218
SHANIKO
Mile 0.0
UNION PACIF
14.8 Miles
Low Standard Grade
18' Gravel
14.8 Miles
Grading $130,900
Surfacing 225,200
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ile 14.8
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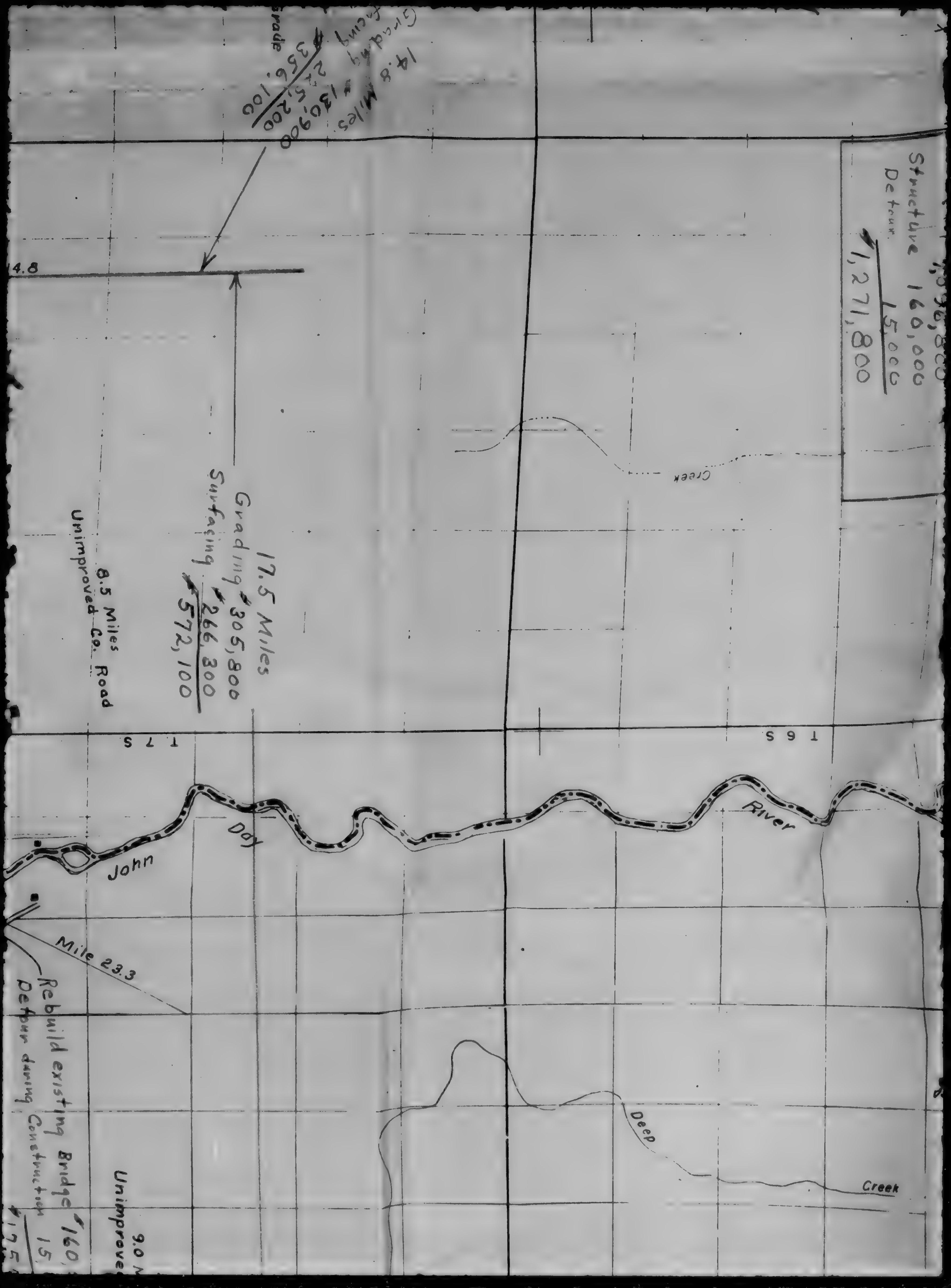
14.8 Miles
Grading $130,900
Surfacing 225,200
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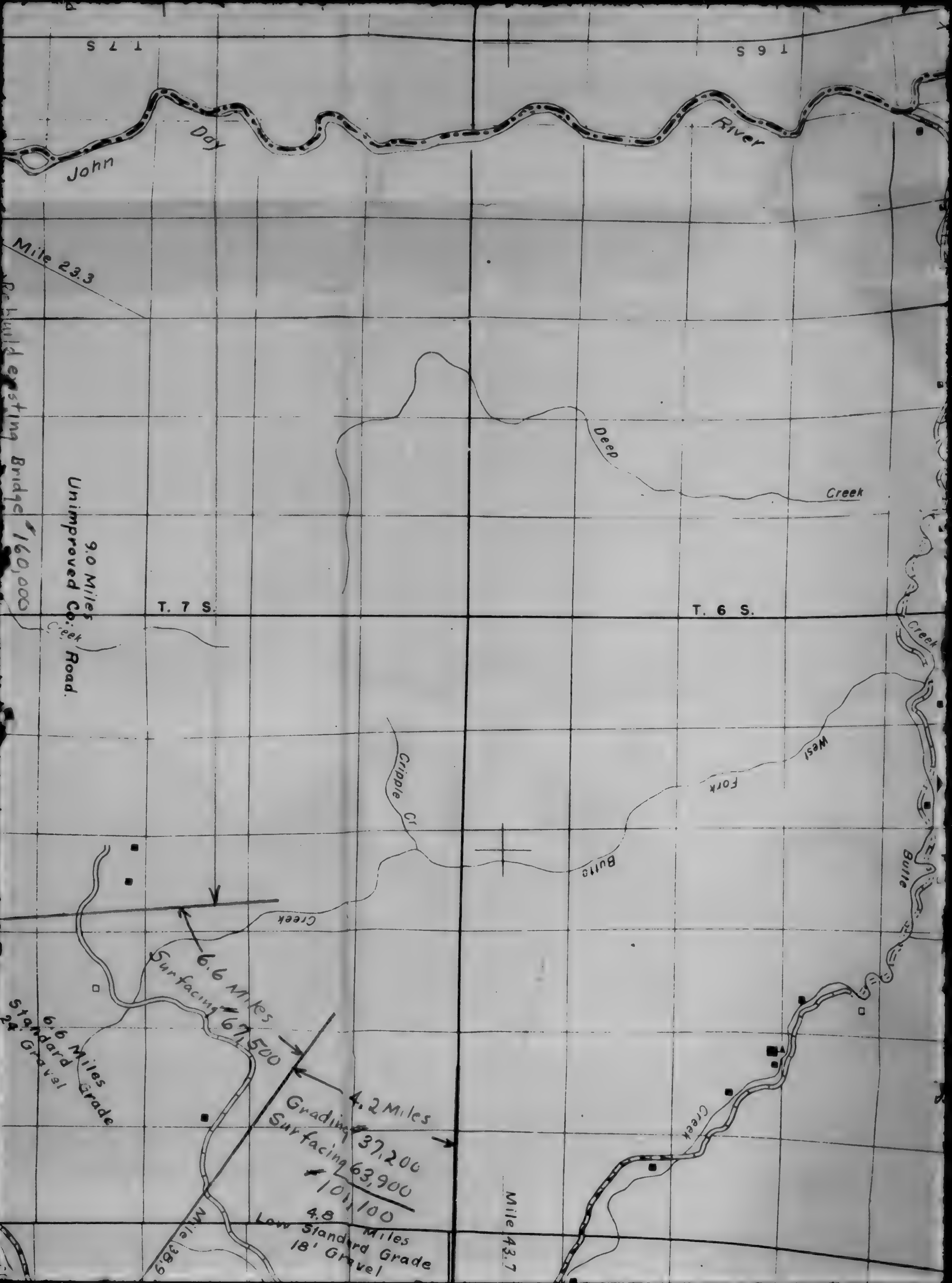
grade
14.8
Structure 160,000
Detour 15,000
$1,271,800
Creek
17.5 Miles
Grading $305,800
Surfacing $266,300
$572,100
8.5 Miles
Unimproved Co. Road
T 7 S
T 6 S
John
Day
River
Mile 23.3
Rebuild existing Bridge $160,
Detour during Construction 15,
$175,
9.0 M
Unimprove
Deep
Creek

T 7 S
T 6 S
John Day River
Mile 23.3
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9.0 Miles
Unimproved Co. Road.
T. 7 S.
T. 6 S.
Creek
Deep Creek
Creek
Cripple Cr
West Fork Butte Creek
Butte
Creek
6.6 Miles
Surfacing $67,500
6.6 Miles
Standard Grade
24' Gravel
4.2 Miles
Grading $37,200
Surfacing 63,900
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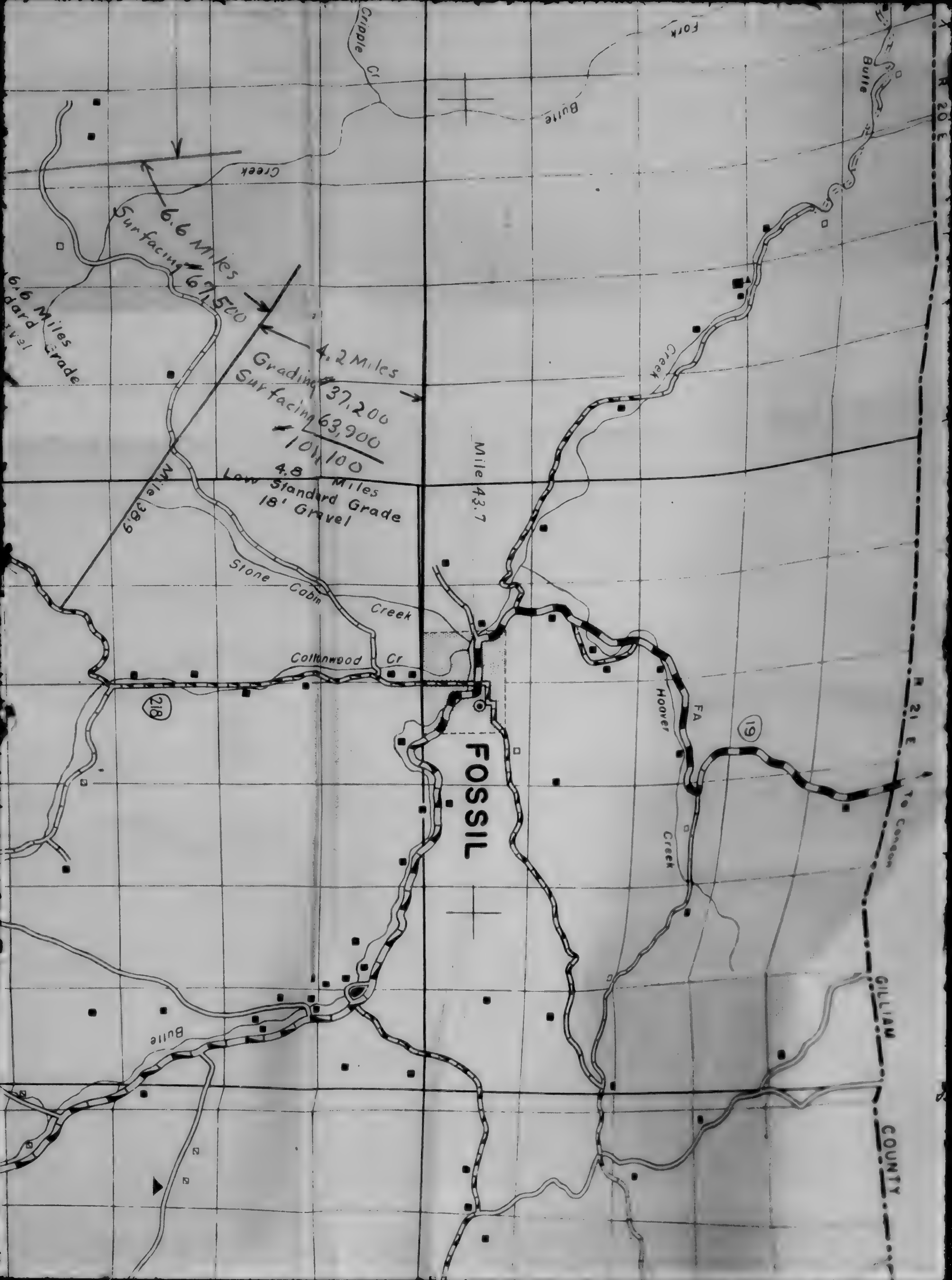
Creek
Mile 38.9
Mile 43.7
4.8 Miles
Low Standard Grade
18' Gravel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Surfacing 63,900
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4.8 Miles
Low Standard Grade
18' Gravel
Mile 38.9
Mile 43.7
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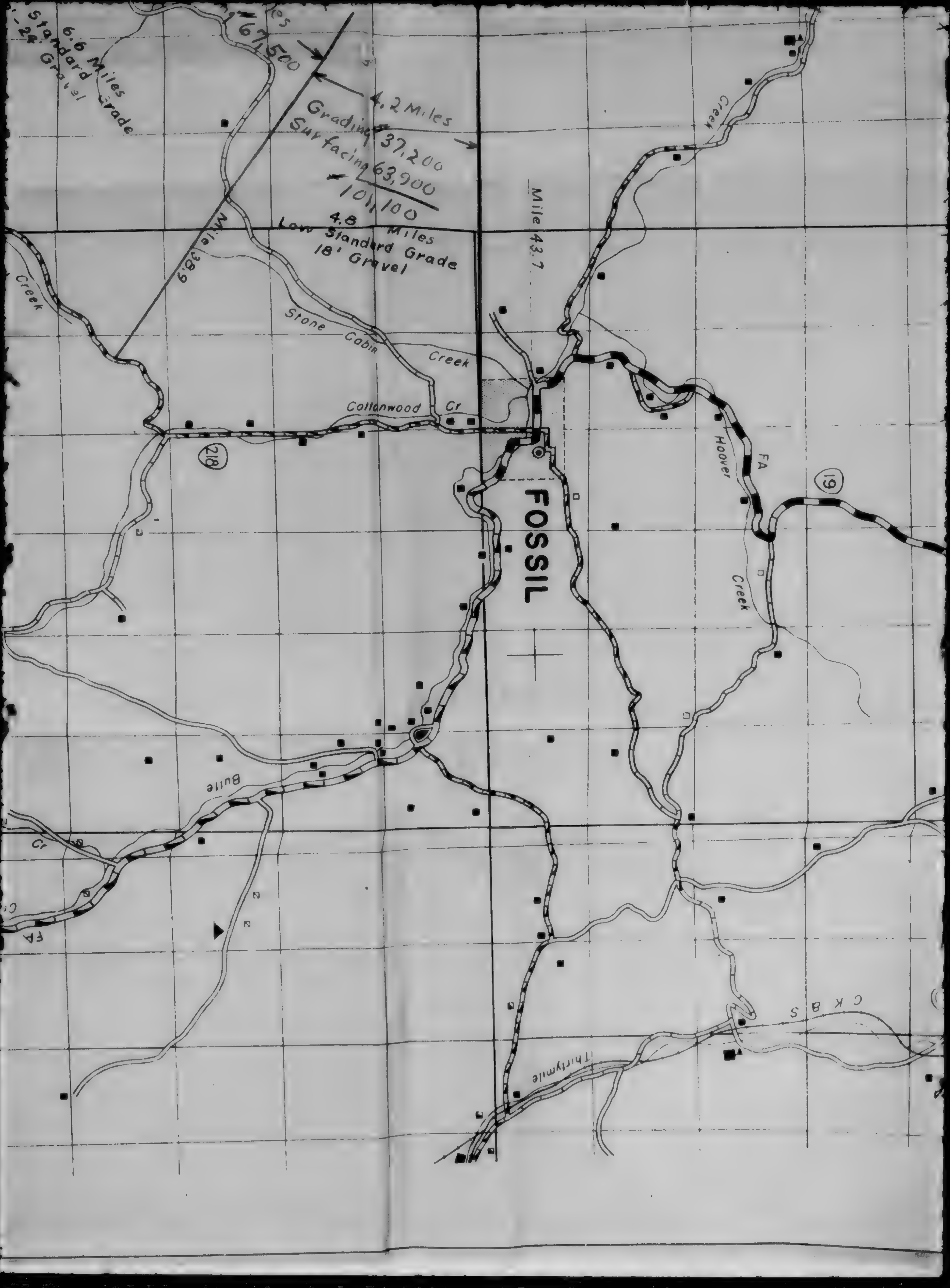

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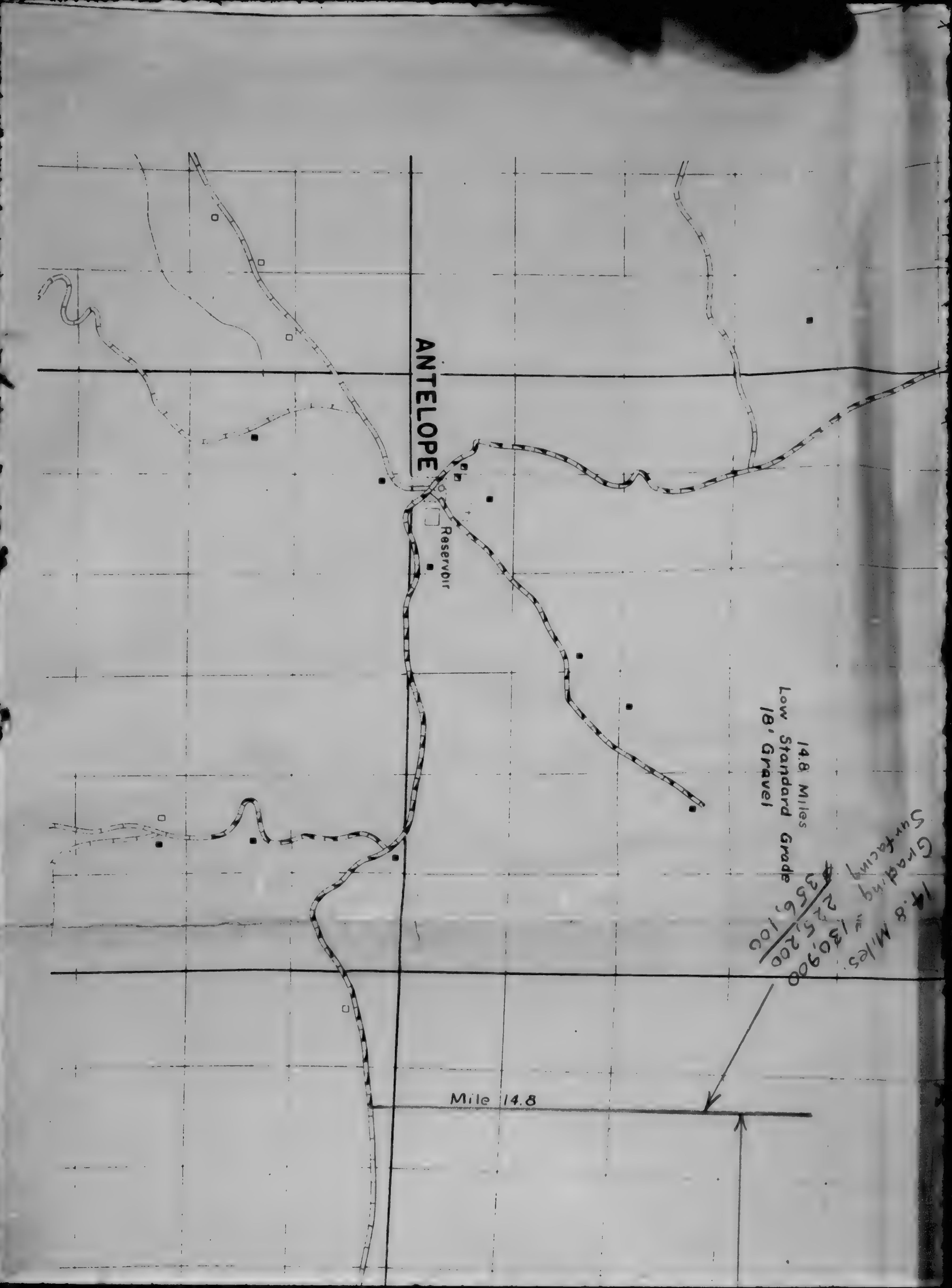
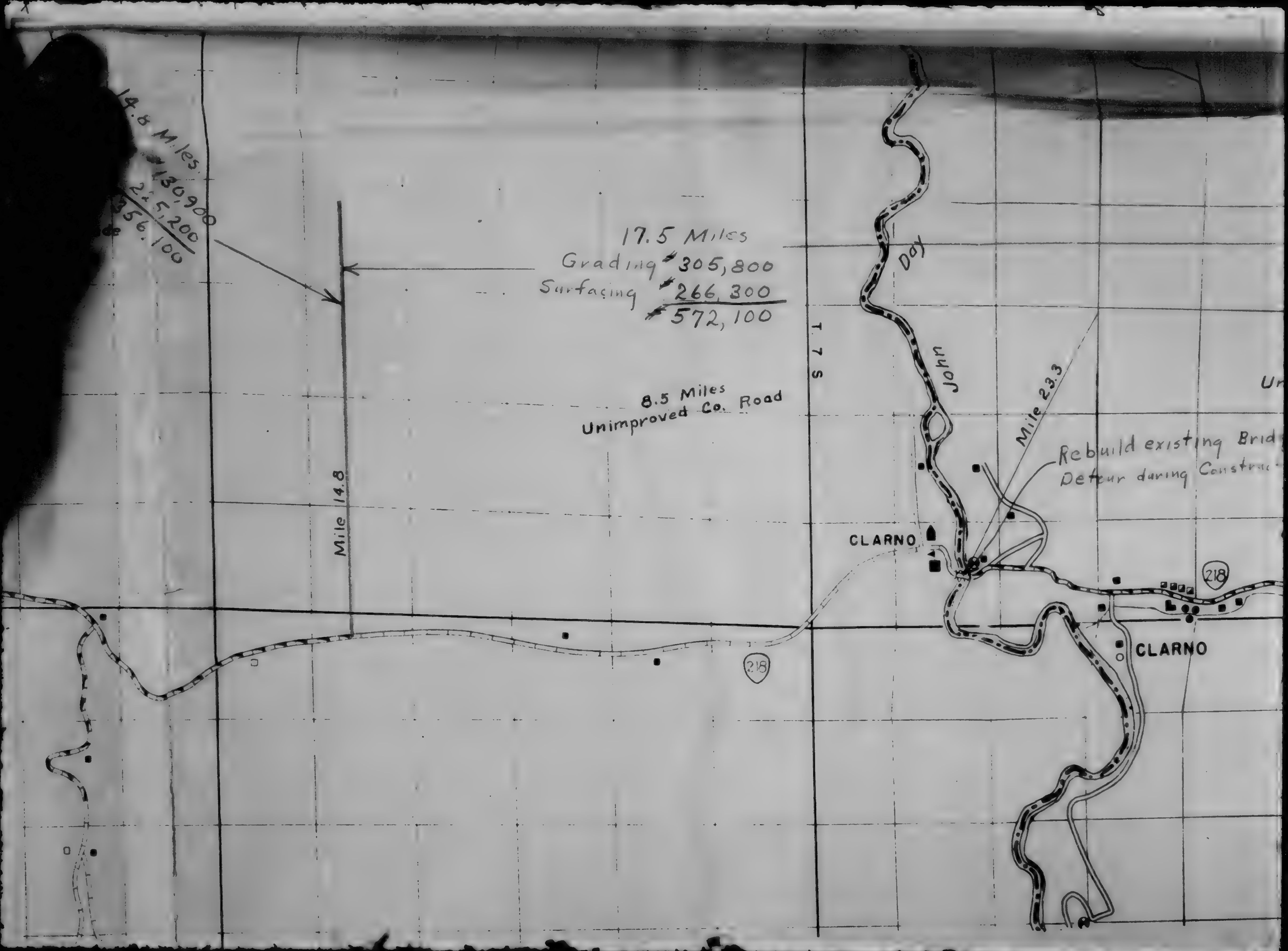


14.8 Miles
Low Standard Grade
18' Gravel

14.8 Miles.
Grading $130,900
Surfacing 225,200
$356,100


14.8 Miles
#130,900
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Grading #305,800
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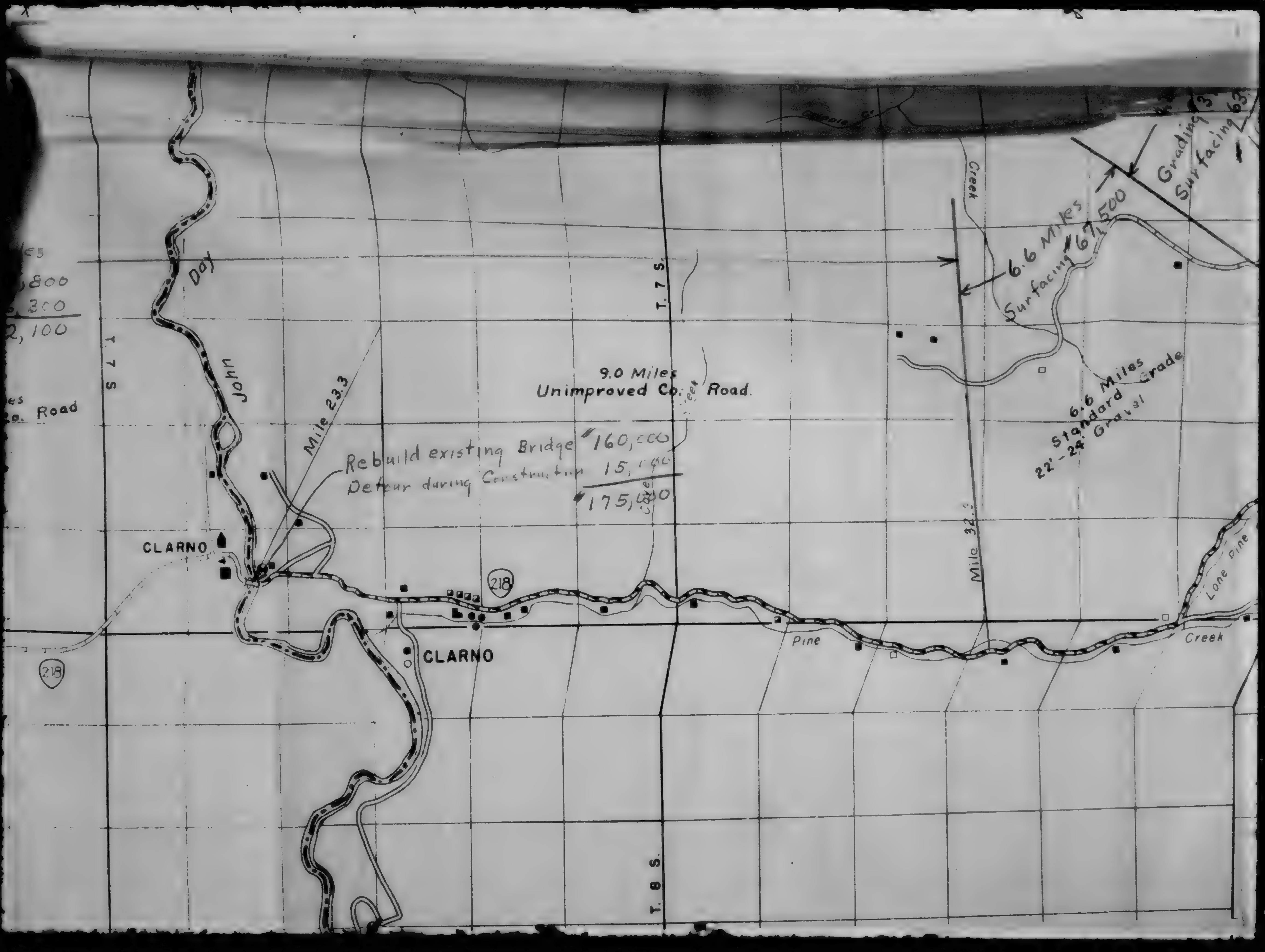
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Rebuild existing Bridge $160,000
Detour during Construction 15,000
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Creek
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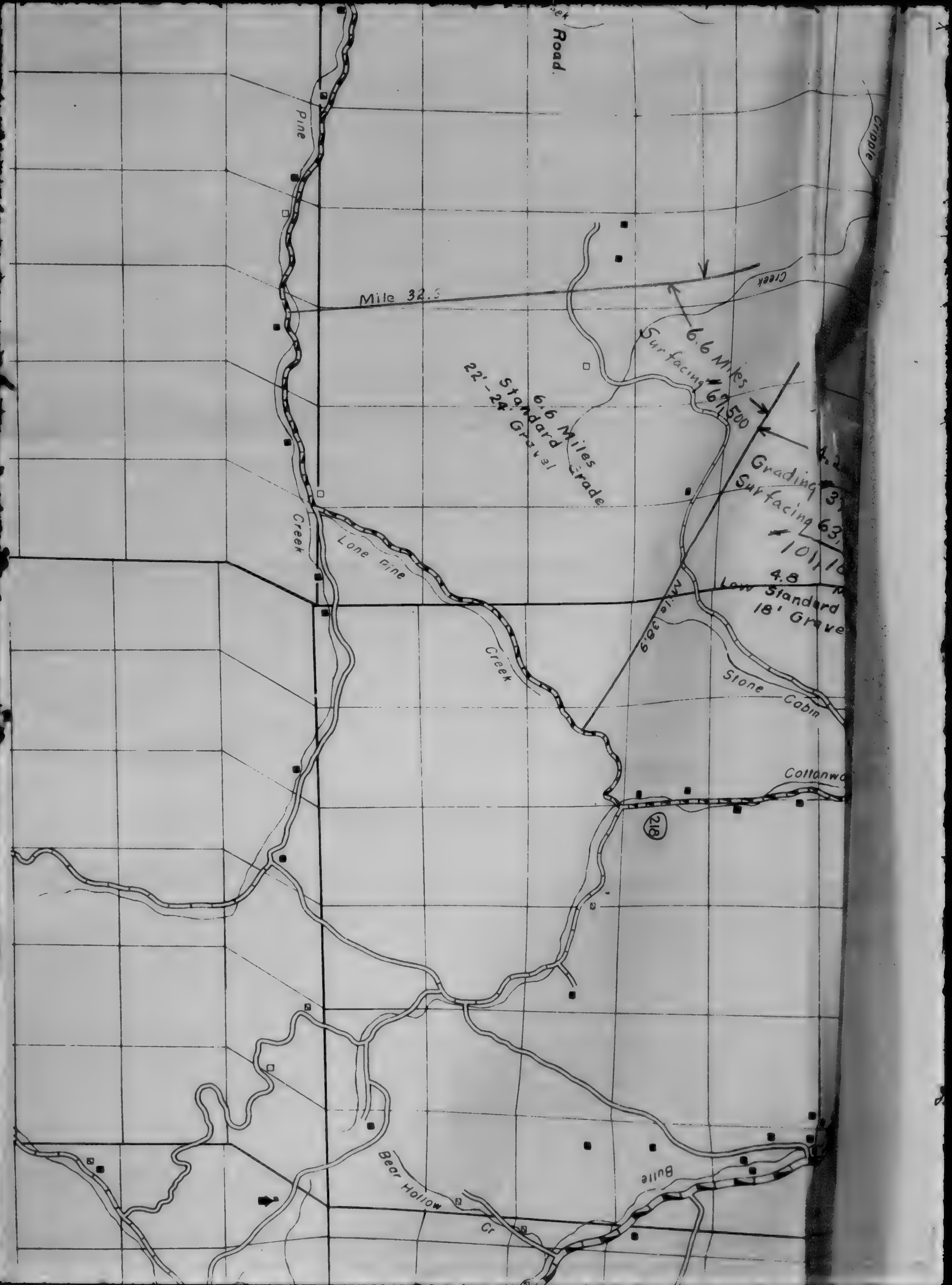
Surfacing $67,500
6.6 Miles
Standard Grade
22'-24' Gravel
Grading 3
Surfacing 63
Lone Pine
Creek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6.6 Miles
Surfacing 67,500
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Standard Grade
22'-24' Gravel
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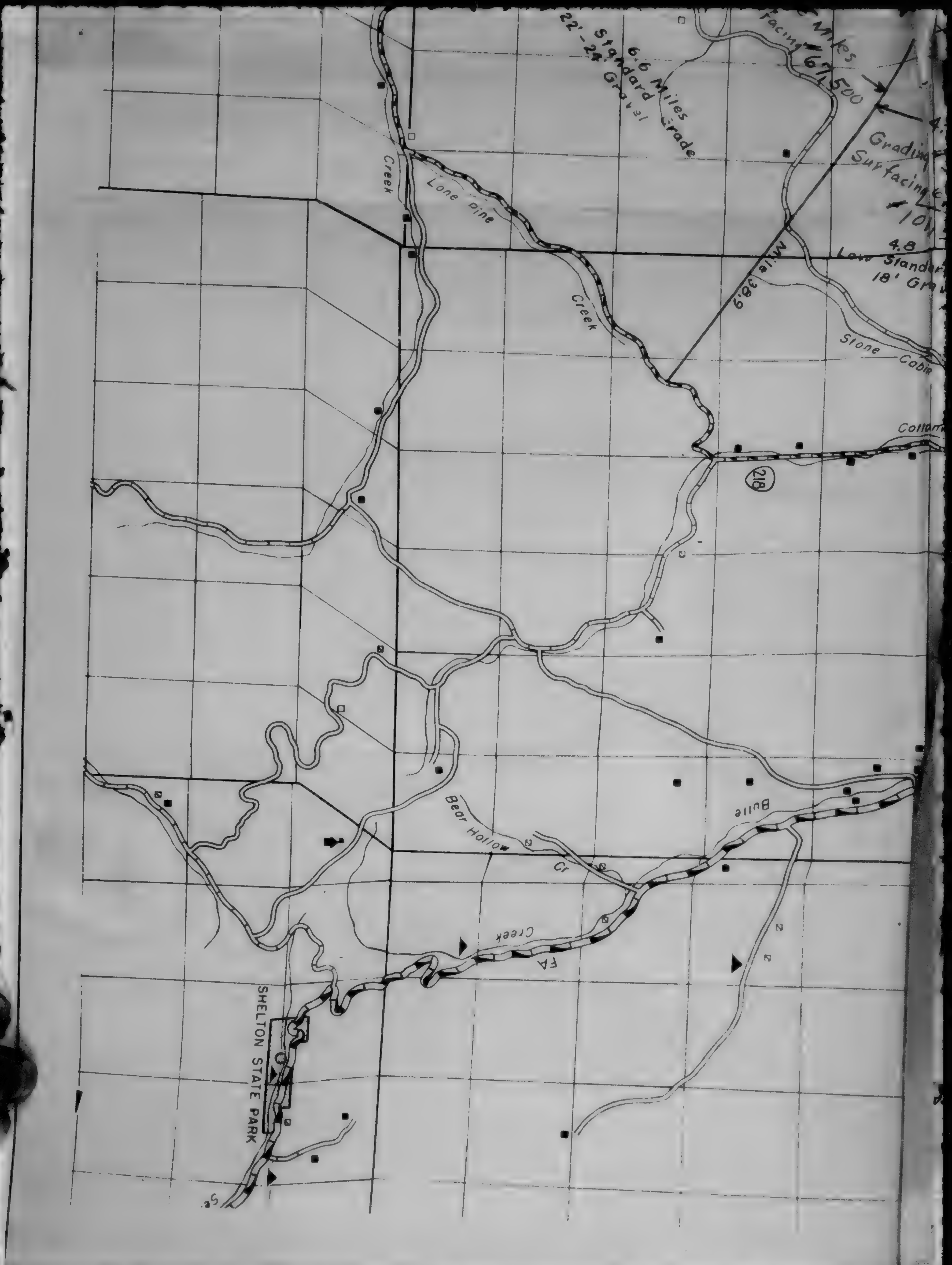
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FA
SHELTON STATE PARK
Se

316-1701 Madras (Third & C Streets) 1951
Oiling project in Madras
#3536

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1951
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3436

OREGON STATE HIGHWAY COMMISSION

October 30, 1951
(date)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3536	2 Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19139	R-27070	$500.00	Oct. 30, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Sep. 30, 1951 ACCOUNTING DIVISION

- -

Specified Completion Date: None needed

Time Extensions: Aug. 17, 1951

Completion Date: Oct. 11, 1951

Date Accepted: None of record

Penalties: None of record

Claims:

Remarks:

10-31-51

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

~~H. B. Glaisyer~~
By Floyd Query
~~Secretary~~ Acting Secretary

Warrant Mailed:
OCT 31 1951

October 22, 1951

Mr. Tom Cunningham
City Recorder
Madras, Oregon

Dear Sir:

Contract No. 3536 with Babler Bros., Inc., for surfacing on 3rd and "C" Streets in the City of Madras was completed August 17, 1951, and accepted by the Highway Commission on October 11, 1951. Under the terms of the agreement dated April 25, 1951, the City now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, August 17, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RPM

RECEIVED
OCT 16 1951
FOR FILING

[illegible]

[illegible]

October 15, 1951

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3536 for surfacing on the Madras (3rd & C St.) City Street Section in Jefferson County was completed by the contractor, Babler Bros.,Inc., on August 17 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $500 will be released to the contractor on or after October 25, 1951. The total contract amount is $9,789.80, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Dept.

NOTED ON CARD

RECEIVED
SEP 2 0 1951
FOR FILING

216 - 1791

3536

September 19, 1951

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros.,Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3536, for surfacing on the Madras (3rd & C St.) City Street Section in Jefferson County.

This payment, which is in the amount of $9,289.80, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $500. The present payment will be released on or after September 29, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1951

Section Madras (3rd & C St.)

Kind of work Oil Mat Surfacing

Highway City Streets

Section prefix 316-1701

Contractor Babler Bros. Inc.

Contract number 3536

Date of Contract July 16, 1951

Date of completion September 30, 1951

Date work started August 8, 1951

Estimated date of completion August 17, 1951

Amount of contract $ 9,528.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 10,923.80

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 821.94, 97 %

Date project was completed August 17, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final extimate redeay to send fax to the Division office as soon as the oil bills arrive.

Contractor has some clean up work to do.

Final Report.

NOTED
H. G. SMITH

NOTED
L. W. LIBBY

NOTED
B. A. MARTIN

RECEIVED
AUG 27 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.56		0.56	
Miles partially completed					
Miles completed		0.56		0.56	
Total estimated quantities		4311		43.53	
Estimated quantities moved or placed to date		4311		43.53	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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AUG 7 1951
FOR FILING

31[illegible] - 1701

3536

August 6, 1951

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3536, for surfacing on the Madras (3rd & E St.) City Street Section, Jefferson County, awarded July 16, 1951.

Contract No. 3554, for grading and surfacing on the Dufur (N. 1st St.) City Street Section in Wasco County, awarded July 17, 1951.

These copies are for your records and files.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

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JUL 1[illegible] 1951
FOR FILING

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3536

July 18, 1951

Babler Bros. Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on July 16, 1951, awarded you Contract No. 3536 for oiling Third and "C" Streets in Madrass, Jefferson County. This award was based on your low bid of $9,528.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S H. Probert

NOTED
J. W. CATTRALL

Salem, Oregon
May 15, 1951

NOTED
Harold C. A[illegible]er

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. Pease

I am returning herewith field data for the 1951 city allotment project in the City of Madras. I have looked this over and find the work to be consistent with that proposed and within the money allocated.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. Virgil O'Neil

J W Cattral

SUGGESTED SPECIFICATION

BITUMULS PENETRATION WORK AT MADRAS

This Specification involves the use of Bitumuls Penetration Work using the specified aggregates per Oregon State Highway Commission Specifications for an O-11 surface course.

0.62 mi.
24' mat.
RC-3 - 14T
150-200 - 42T
480 c.y. Agg.

	O-11		Suggested Madras Job	
	FIRST SPREAD			
150-200	Bit. Cement	.20 Gal/sq.yd.	RS-1	0.20 Gal/sq.yd.
	1¼" - 3/4"	.022	1¼" - 3/4"	.022
	SECOND SPREAD			
150-200	Bit. Cement	.375	RS-1	.60
	3/4" - ½"	.009	3/4" - ½"	.009
	½" - ¼"	.003	½" - ¼"	.003
	FIRST SEAL			
150-200	Bit. Cement	.325	RS-2	.55
	½", - ¼"	.006	½" - ¼"	.006
	¼" - #10	.003	¼" - #10	.003
	FINAL SEAL			
	RS-1	.25	RS-2	.25
	¼" - #10	.006	¼" - #10	.006

TOTAL QUANTITIES

Bit. Cement	.90	1.05	RS-1	.80	[illegible]
RS-1	.25		RS-2	.80	
Aggregates	.049		Aggregates	.049	

RECEIVED
MAY [illegible] 1951
FOR FILING

May 2, 1951

Mr. Tom Cunningham, City Recorder
City Hall
Madras, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Madras covering the improvement of "C" Street from the "Y" to Third Street; Third Street from "C" Street to "D" Street, a total distance of approximately 0.62 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

MADRAS

PRELIMINARY ESTIMATE

9/6/50

"C" Street from the "Y" to Third Street; Third Street from "C" Street to "D" Street, a combined distance of approximately 0.62 mile.

Base street to 30' width with cinders; place 0-11 oil mat 24' in width.

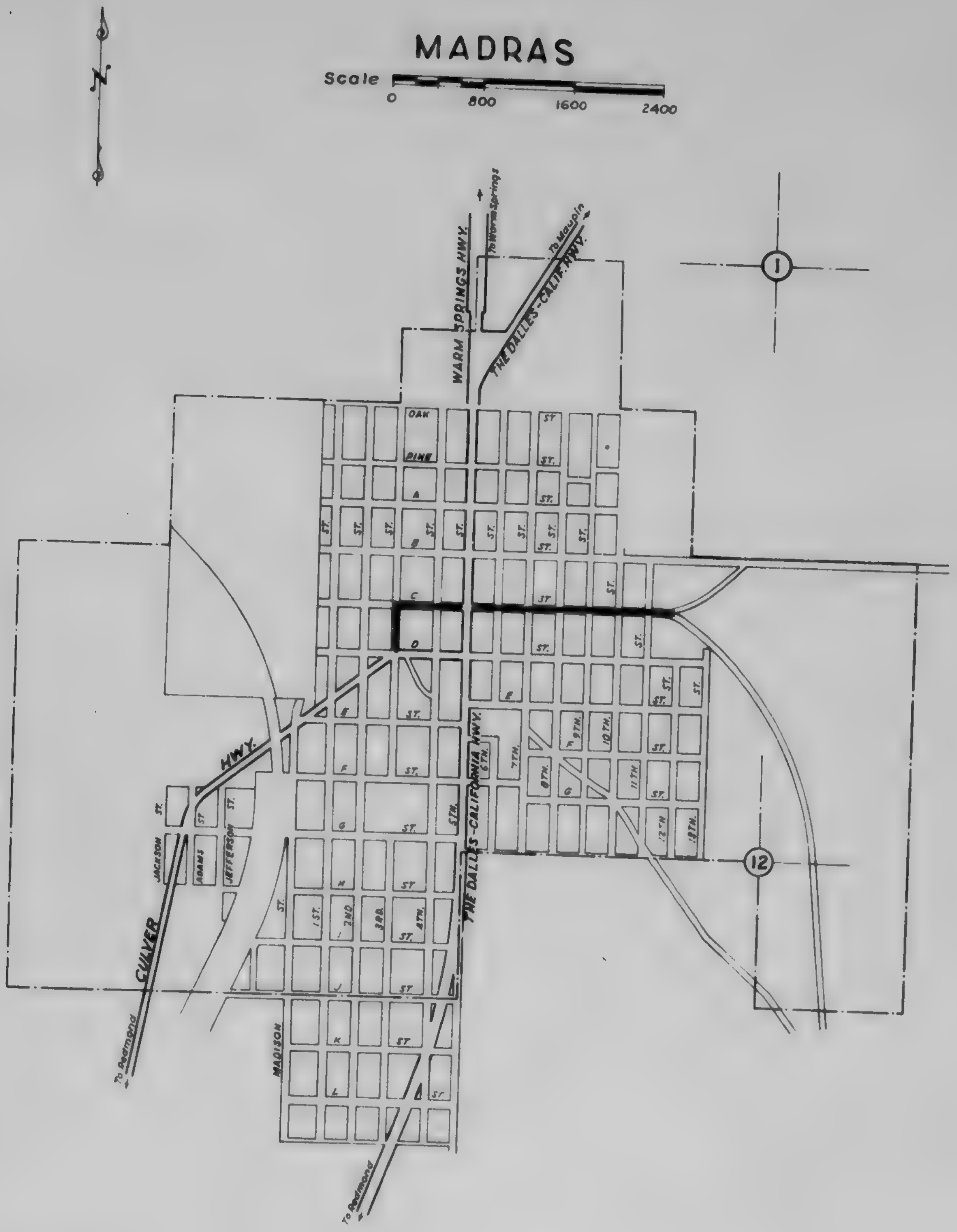
Unit	Quantity		Unit Price	Total
Cinders in base & shoulders	3000	c.y.	$ 2.00	$ 6,000.00
Sprinkling	80M	gal.	3.00	240.00
Preparation of base	0.62	mile	500.00	310.00
R.C. 3 in binder course	14	tons	60.00	840.00
Furnish & place aggregate	480	c.y.	6.00	2,880.00
Furnish & place 150-200	42	tons	60.00	2,520.00
Preliminary Estimate of Construction				$12,790.00
12-1/2% Engineering & Contingencies				1,598.75
Preliminary Engineering				400.00
				$14,788.75

Total Estimate $14,800

NOTE: City to prepare street in condition to receive cinder base course.

HCA:MM

MADRAS



Rev 8-19-'49

Form cc-50
Special City Allotment

6-30-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Madras is an incorporated city of the State of Oregon, and has a population of 1247, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

C Street, Third to Twelfth

Third St. D to C

Fourth St. D to G

G St Fourth to Fifth

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

C St., Third to Twelfth

Third St. D to C

Fourth St. D to G

G St. Fourth to Fifth

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Madras does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Tom Cunningham as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 30 day of June, 1950.

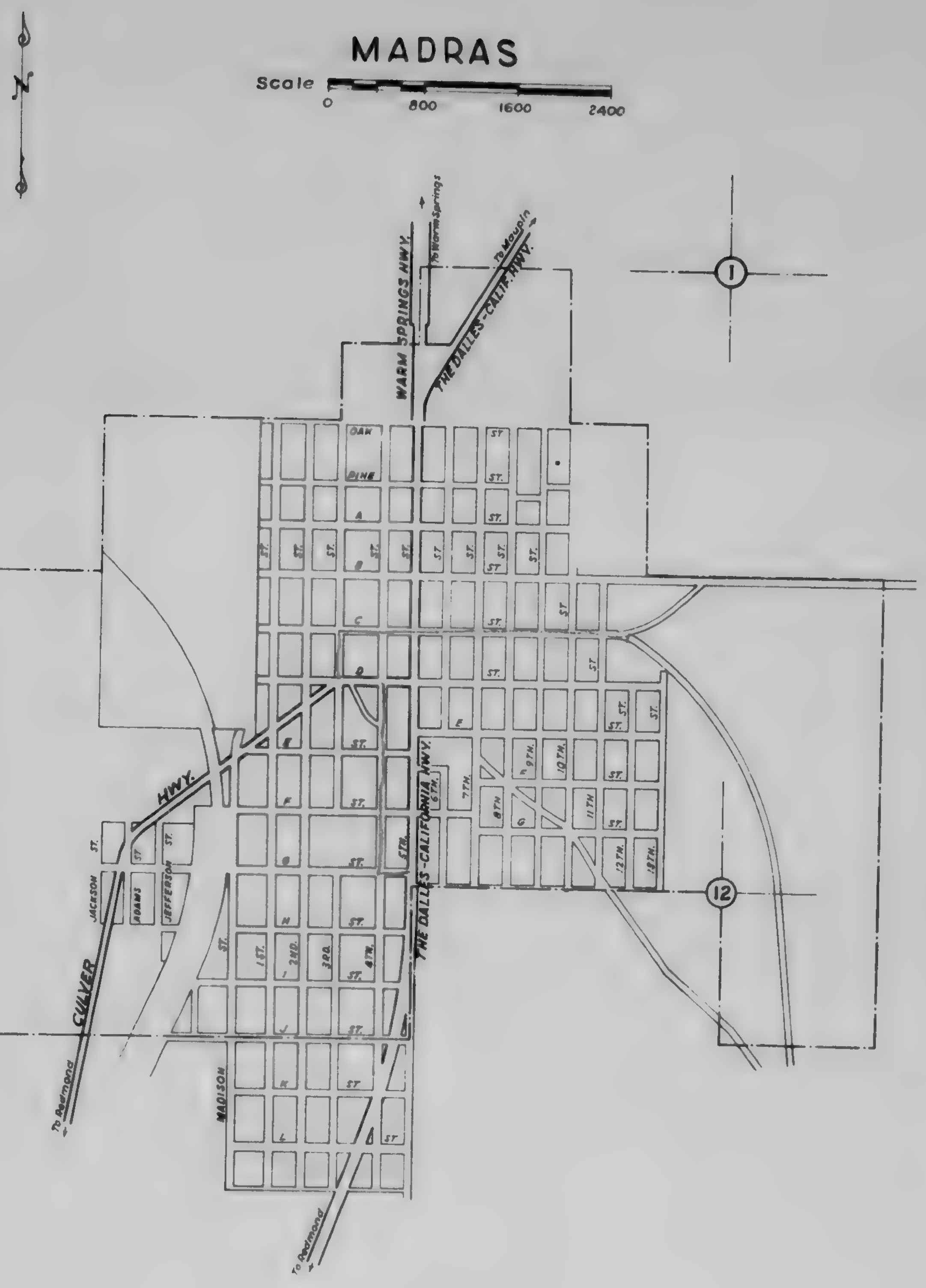
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Madras at a regular or special meeting of said council, held on the 30 day of June, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 31 day of June, 1950.

Tom Cunningham
City Recorder


MADRAS

Rev 8-19-49

20-1074 Meridian Dam-Duval Creek Sec., 1951
Willamette Hwy.
#3537

OREGON STATE HIGHWAY DEPARTMENT

(date)
DEC. 10, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3537	13-FINAL	PARKER-SCHRAM CO	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
23788	R-81999	$ 14,692.26	12/9/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 1, 1952

Time Extensions: **Extended to Aug. 15, 1952 without penalty**

Completion Date: Aug. 12, 1952

Date Accepted: Oct. 20, 1952

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: 12-14-53

To the Accounting Division:

Release of the above warrant is hereby authorized

HB Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Wicklander

NOTED ON CARD

RECEIVED
NOV 27 1953
FOR FILING

JC-1071

7

November 27, 1953

Glens Falls Indemnity Company
Pacific Coast Dept
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 3537 for work performed on the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County was completed by the contractor, Parker-Schram Co., on August 12, 1952, and was formally accepted by the Highway Commission on October 20, 1952.

The revised final payment in the amount of $14,692.26 will be released to the contractor on or after December 7, 1953. The total contract amount is $449,504.74, of which amount $2,635.47 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
cc - Glens Falls Indemnity Company
Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

Glens Falls Indemnity Company
Glens Falls,
New York.

NOTED ON CARD

11-27-53
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3537

October 30, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway contract No. 3537 for work performed on the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County was completed by the contractor, Parker-Schram Company, on August 12, 1952 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $14,091.74 will be released to the contractor on or after November 10, 1952. The total contract amount is $448,904.22, of which amount $2,635.47 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - Glens Falls Indemnity Company
Amorata & Schram
440 Mead Bldg.,
Portland 4, Oregon

NOTED ON CARD
KN

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OCT 9 - 1952
FOR FILING

[illegible]

[illegible]

October 7, 1952

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 15 days, from August 1 to August 15, 1952, within which to complete your contract No. 3537 for topping and paving on the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Highway Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

S. E. Umphlette,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
[illegible] 1952
FOR FILING

September 26, 1952

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Parker-Schram Company on Contract No. 3537, covering topping and paving on the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County. This payment, in the amount of $21,741.05, will be made on or after October 7th. The retained percentage is $13,447.81.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - Amerata & Schram
440 Mead Building
Portland 4, Oregon

noted on card
mb

RECEIVED
1952
FOR FILING

August 27, 1952

Request for extension of time
No. 2
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on Contract No. 3537, Meridian Dam-Duval Creek Section of the Willamette Highway, from August 1, 1952 to August 15, 1952.

All surfacing work was completed and the highway opened to travel by July 30, and the overrun of time was required solely for completing stockpiling of maintenance materials.

No inconvenience was suffered by the public, nor were additional engineering charges incurred. I, therefore, recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS:ar 1g

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 16, 1952

Section Meridian Dam-Duval Creek

Kind of work Topping & Paving

Highway Willamette

Section prefix 20-1074

Contractor Packer-Schram Co.

Contract number 3537

Date of contract July 12, 1951

Date of completion Aug. 1, 1952

Date work started Sept. 4, 1951

Estimated date of completion Aug. 12, 1952

Amount of contract $456,125.00

Per cent of time elapsed $\frac{393}{381}$ 103 %

Estimated cost of completed project, exclusive of engineering $461,800.63

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $26,300.00, 5.8 %

Date project was completed August 12, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor operated crushing plant Monday and Tuesday producing $\frac{1}{4}$"-0" Material and stockpiling same at station 333 for Maintenance material. Project completed August 12.

ENGINEERING

Transit party remeasured two stockpiles at station 333 and one at station 1736+50.

NOTED
RAY WEBER

NOTED
H. G. SMITH

NOTED

RECEIVED
AUG [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address 2141 East 15th Ave., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	Topping SURFACING	3/4"-0 MAINTENANCE MATERIALS	3' Shld's. OIL AND BITUMINOUS MACADAM	A. C. PAVING
Miles in project		11.70	12.73	12.73	12.73
Miles partially completed					
Miles completed		" "	" "	" "	" "
Total estimated quantities		152,000 CY	18,000 CY	210 Ton	35,200 T.
Estimated quantities moved or placed to date		132,300	25,000	200	34,244
Average daily quantities		COMPLETED		COMPLETED	
Average daily quantities necessary to complete project on time	Maintenance Material				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	16				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8					1	9
Men and teams							
Men and trucks under 3 tons	7						7
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Dragline Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	" "		
Friday	" "		
Saturday			

RECEIVED
FOR FILING

August 6, 1952

3535

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of July 3, transmitting billing in the amount of $73.69 for retamping Southern Pacific tracks at Railroad Stations 1600, 1680 and 1750. We can not concur in your statement that the State's contractor, Parker-Schram Company, should bear the cost of repairs at the crossings, as in our advertisement for bids on the State's contract we showed that there were nine crossings of the railroad that could be used in getting the material from the river to the highway. It later became necessary for Parker-Schram Company to adjust its hauling because of work which the Government contractors were performing, as, for instance, your first contract for the removal of slides, which greatly interfered with Parker-Schram's work and prevented the Company from carrying on the work as planned. This necessarily made it necessary for the contractor to adjust his railroad haul crossings to meet existing conditions, and we fail to see where a change in a crossing should necessitate extra expense from the State's contractor when such changes were made necessary by reasons beyond his control.

We are going to have difficulty in adjusting our differences with the Parker-Schram Company by reason of interruption of his work by the Government contractors, and we do not wish to complicate matters by presenting the $73.69 billing.

You have already advised us that the Government will not pay Parker-Schram's claim in the amount of $567 for removing overburden on gravel pits set aside for their use, which overburden was placed by the Government's contractor. The State, of course, must pay this bill, as the removal of such overburden was not anticipated in our contractor's bid.

We feel that the State has been placed in a rather unfaverable position during all of its contractor's work on the highway around the Lookout Point Dam, as your contractors have totally ignored the operation of the State's contractor. We have endeavored in every way possible to relieve the Corps of Engineers of any unnecessary expense, and our relationship with the Corps of Engineers has been most excellent, but the relationship between the contractors has not been on such a basis. In this instance we do not

ASSIGNMENT

No. 357
By WC

July 8, 1952

Description: Letter from Corps of Engineers, U.S. Army, dated July 3, 1952 together with bill and copy of letter from Lookout Point Constructors for claim on damage done Southern Pacific tracks by Parker-Schram Co.

Acknowledged by _ _ _ _ _ Referred to Mr. H. G. Smith _ _ _ _

Investigate and report with recommendation
xxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

_ _

Assignment executed 8-6-52 Report received _ _ _ _ _ _ _ _

Remarks:

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPHE

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

July 3, 1952

REFER TO FILE
NO. NPP 600.11(Lookout Pt-4467)-69

[illegible] TO
[illegible]

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to your Contract No. 3537 with the Parker-Schram Company for paving the Meridian-Duval Creek Section of the Willamette Highway.

The Resident Engineer in charge of construction at Lookout Point Reservoir Project has reported that your contractor, Parker-Schram Company, has constructed and is using crossings over the relocated Southern Pacific railroad track at railroad Stations ✓1600/00, 1680/00 and 1750/00. It is further reported that your contractor's traffic over these crossings is damaging the track ties and ballast placed by a contractor working for the Government. Under his contract the Government contractor is not obligated to maintain these crossings; however, the track which is shortly to be turned over to the Southern Pacific Company will not be accepted by them unless the damage done by your contractor is repaired. The Government contractor has approached your contractor with a request that he repair the damage which he has done to the track and has met a summary refusal. In order to expedite acceptance by the railroad company, the Government contractor has made the necessary repairs to date and has submitted the attached bill for repayment. A copy of his letter of explanation is also inclosed.

As it is obvious that your contractor is at fault in this matter, it is requested that you reimburse the Government contractor for this bill and any further repairs made necessary by the actions of the contractor at the subject locations.

Very truly yours,

NOTED
W. C. WILLIAMS

T. H. Lipscomb,
Colonel, Corps of Engineers,
District Engineer.

Incls.:
As desc. a bove

INVOICE

LOOKOUT POINT CONSTRUCTORS
RAILROAD CONTRACTORS
637 AMERICAN BANK BUILDING
621 SOUTHWEST MORRISON
PORTLAND 5, OREGON

Resident Engineer
Corps of Engineers, U. S. Army
Lookout Point Reservoir
General Delivery
Lowell, Oregon

INVOICE NO. 22

DATE June 15, 1952

To bill you for Extra Work performed by our forces on June 6, 1952, lining track knocked out of line as a result of Parker-Schram Company constructing and using Temporary Crossing at Station 1860+0$\overset{3}{0}$, as per Resident Engineer's letter dated May 7, 1952:

Date 1952	Extra Work Report No.	Amount
June 6	No. 233 Attached	$73.69

STATEMENT OF WORK CHARGES

Contract DA35-026-eng-446

Date June 6, 1952

Report No. 233

The following is a statement of work performed or furnished under our contract dated Mar. 7, 1951, in accordance with Cost Determination, Cost Reimbursable, or Anticipated Claim, covering the Lining track knocked out of line at road crossing station 1860 - installed by Parker-Schram Co. furnished on June 6, 1952 (Date work was done) (Refer our letter of 5-3-52 and Resident Engineers letter of 5-7-52.

Signed LOOKOUT POINT CONSTRUCTORS

By W. M. Salm

Title Supt.

FOR LABOR as follows: (if any furnished)

No. of Men	Designation	Hours Worked By Each Man	Rate of Pay $ Per Hour	Amount
1	Ass't. Fmn.	2	2.12	4.24
14	Laborers	2	1.75	49.00
Subtotal				53.24

EQUIPMENT FURNISHED: (if any)

No. Pcs.	Designation	Hours Worked	Hourly Rate	Amount
Subtotal				

SUPPLIES AND MATERIAL FURNISHED: (if any)

Quantity	Unit	Designation	Unit Price	Amount
Subtotal				

SPECIAL SERVICES INCURRED: (if any)

Industrial Compensation Insurance	@.038	2.02
Public Liability Insurance	@.011	.59
State & Federal taxes	@.045	2.40
Subtotal		5.01
Total of above charges		58.25
Plus 15% for Superintendence, tools, etc.		8.74
		66.99
Plus 10% for profit.		[illegible]
Total Charges For This Date and Order		$ 73.69

Approved:

J. J. Engelman

Certified Correct for Labor, Equipment Furnished and Supplies and Materials Furnished. (All elements of costs are Subject to Verification by Audit as may be required)

Title Title

rt. Dist., Oreg.

OT NPP Form
Sept

C O P Y

LOOKOUT POINT CONSTRUCTORS
637 American Bank Building
621 Southwest Morrison
Portland, Oregon

May 3, 1952
Dexter, Oregon

Mr. C. C. Davis, Resident Engineer
Corps of Engineers, U. S. Army,
General Delivery,
Lowell, Oregon.

Re: Contract No. DA35-026-eng-4467.

Dear Mr. Davis:

Reference is made to our telephone conversation this date relative to road crossings constructed and used by others at locations other than the crossings stated in the specifications and crossings covered by change orders.

As you previously advised, we are responsible for the railroad and railroad grade, and, also, as you previously advised that we could not block the crossings constructed by the Parker-Schram Company. These crossings are damaging the track ties, the ballast is contaminated with other material, and at each crossing the ties have been loosened from their original position which will require considerable work. Further, as I advised you, the writer had called on the Superintendent for the Parker-Schram Company, and he informed us that he had no intentions whatsoever of repairing the damages caused by his equipment or bearing any expense in this connection.

You stated in our conversation that this contractor will not be held responsible for the damages caused by the stated crossings; therefore, we will leave this matter up to your office for settlement with the Parker-Schram Company.

Very truly yours,

LOOKOUT POINT CONSTRUCTORS

/s/ D. M. Salm

By: D. M. Salm

RECEIVED
FOR FILING

June 27, 1952

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Your File: NPPVL

Dear Sir:

Receipt is acknowledged of your letter of June 20 in which you advise that neither the Government nor the Government's contractor is responsible for extra costs incurred by the Parker-Schram Company for removing overburden in our gravel pit designated for use of said Parker-Schram Company.

I attach hereto a letter addressed to Mr. H. G. Smith, Construction Engineer of the State Highway Department, by Mr. F. D. Morgan, Assistant Division Engineer, under date of March 7. In the attached letter I wish to point out facts which appear to be matters of misunderstanding.

Please refer to paragraph (f) of your letter, in which you state the Government's contractor dozed materials outside the area reserved for the State. You will note from Mr. Morgan's letter that at the time of his inspection trip with your Mr. Waring and State Resident Engineer Umphlette the contractor was actually engaged in stripping overburden from the area reserved for the State.

In paragraph (h) you state it is not known upon what authority Mr. Umphlette based his assumption that either the Government or the Government's contractor would pay for the extra work. You will note in Mr. Morgan's letter that Mr. Waring consulted with your Resident Engineer, Mr. Davis, and it was agreed at that time that the bill should be submitted through the Corps of Engineers.

Now I, of course, realize that a Resident Engineer on a project can not commit his superiors in a matter such as this, and there is always the possibility that he would be overruled by higher authority. We did, however, act in good faith on the assumption that an unfair cost had been placed upon the Parker-Schram Company and it would have to be reimbursed by either the State or the Federal Government or its contractor. If it is still your opinion that the Government or its contractor is not obligated in this matter, then, of course, the matter may be considered as closed, but the State will have to make payment for the extra work in such event, as the work performed certainly was not covered in the contract specifications.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPVL

CORPS OF ENGINEERS. U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

June 20, 1952.

REFER TO FILE
NO

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department,
Salem, Oregon.

Attention: Mr. W. C. Williams, Assistant State
Highway Engineer.

NOTED
W. C. WILLIAMS

Gentlemen:

Reference is made to your letter of May 23, 1952, under cover of which you forwarded a copy of an invoice in the amount of $567.00 on behalf of the Parker-Schram Company, Oregon State Highway Contractor, covering removal of overburden in a gravel pit resulting from operations of the G. F. Atkinson Company, Government Contractor at Lookout Point Reservoir.

In accordance with your request contained in the above-referenced letter, an investigation has been made to determine whether there is any responsibility on the part of the Government or the Government Contractor to pay the above-mentioned invoice.

The facts as developed by our investigation are as follows:

(a) Originally, gravel pit No. 8 at relocated highway Station 1945/00 was to have been the area from which the State's contractor was to secure his gravel.

(b) This was later changed and the State contract with the Parker-Schram Company indicated that he would obtain gravel from gravel pit No. 7 at Highway Station No. 1935/00.

(c) The Government Contractor had been permitted to remove gravel under its contract with the Government from gravel pit No. 7 prior to the time said gravel pit was designated in the State's contract with the Parker-Schram Company.

(d) On February 14, 1951, Mr. Waring, Assistant Resident Engineer at Lookout Point accompanied by Mr. Booth and Mr. Wooten, representing the Government Contractor, inspected gravel pit No. 7. Mr. Waring pointed out the approximate location where the Government Contractor could borrow gravel and advised the above-named representatives that approximately 27,000 cubic yards had to be reserved for the State of Oregon.

By /s/ C. A. Schram

CAS:lmc

(e) On February 23, 1951, Mr. Morgan of the Oregon State Highway Department and Mr. Waring visited gravel pit No. 7 and a definite area was marked to insure that 27,000 cubic yards would be available for the use of the State. The Government Contractor was requested orally not to remove gravel from this area and did not do so.

(f) The Government Contractor in obtaining gravel for its use had to strip some of the overburden material from the area authorized for use. This stripping material was dozed on areas outside the limits of the area reserved for the State but adjacent to said area. This was done with the Government's approval and without objection since no contemplated use for the area where the stripping was deposited could be foreseen.

(g) In April 1952 after the Parker-Schram Company started to obtain its gravel from the area reserved in gravel pit No. 7 for the use of the State, it was found that some of the material from the reserved area was not satisfactory for road-bed topping. It is also understood that the State's requirements from this pit exceeded the amount originally estimated.

(h) When the Parker-Schram Company could not obtain the required material from the reserved area in Pit No. 7, it is understood that Mr. Umphlette of the Oregon State Highway Department instructed Parker-Schram Company to doze the overburden from the area where the Government Contractor had placed it. After Parker-Schram Company had removed said overburden, Mr. Umphlette advised the Parker-Schram Company that either the Government or the Government Contractor would be required to pay for this extra work. It is not known upon what authority Mr. Umphlette based his determination and advice. This office was not consulted nor informed of the matter until after the Parker-Schram Company had done the work.

(i) The Government Contractor did not enter the area which was reserved for the use of the State Contractor.

(j) The Government did not enter or otherwise prevent the State's contractor from using the area designated in Pit No. 7.

Inasmuch as a definite area, satisfactory to your representative, was reserved for the use of the State of Oregon, and the Government and the Government's contractor did nothing to interfere with this area, it is the considered opinion of this office that the extra costs incurred by the Parker-Schram Company in the amount of $567.00 are not the responsibility of the Government or the Government Contractor.

By /s/ C. A. Schram

CAS:lmc

Therefore, you are hereby advised that there is no basis upon which this office can justify payment of the above-mentioned invoice.

Very truly yours,

T. H. Lipscomb,
Colonel, Corps of Engineers,
District Engineer.

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[illegible]
STATE HIGHWAY COMMISSION

By /s/ C. A. Schram

CAS:lmc

C
O
P
Y

PARKER-SCHRAM COMPANY

General Constructors

Builders Exchange Building
Portland 4, Oregon

June 13, 1952

Mr. H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 21, submitting proposed revision of Price Agreement No. 4 to cover the change in shoulder construction between Stations 76+20 and 2024+98 on the Meridian Dam-Duval Creek Project by substitution of 3/4"-0 crushed gravel for selected roadbed topping in a portion of the shoulder area, which provides for payment at the reduced price of $1.6875 per cubic yard for only that quantity of the 3/4"-0 material furnished in excess of the 18,200 cubic yards called for by our contract.

We note that you consider this basis of payment more desirable in view of the further change proposed in the slope of the oil shoulders which will reduce the quantity of crushed gravel required by about 2,200 cubic yards and you feel that by the method you have suggested that this reduction will then occur in the quantity that we will be required to furnish at the reduced price. We fully realize that you are clearly attempting to be entirely fair and equitable in the matter by agreeing to allow us for the full 18,200 cu. yds. originally called for by our contract at the unit bid price of $2.45 per cubic yard with only the excess being figured at the reduced price agreed upon. This would be satisfactory as a basis of payment, providing no excess of 3/4"-0 material had been used in the leveling course, but we find upon checking this situation that as of June 3, we had already placed 17,348 cubic yards for level course and driveways and we estimate, that with the approximately 572 cubic yards that will be required for shoulders between Stations 22+16 and 76+20 and the additional amount needed to complete the remaining driveways, will reach a total of around 18,200 cubic yards. If these figures are correct, we would then be required to furnish all of the 3/4" material to be used in the shoulders between Stations 22+16 and 2024+98 at the reduced price, under the basis of payment that you have proposed, and it would obviously be to our advantage to accept the method of quantity determination set forth on the back of Price Agreement No. 4, as prepared by Mr. Edwards, in conformity with the original agreement reached on this change in shoulder construction. We are returning all copies of Price Agreement enclosed with your letter and if you agree with our figures and conclusion, we will be pleased to have you approve the Price Agreement as already signed by the writer on behalf of this firm.

Yours very truly,

PARKER-SCHRAM COMPANY

By /s/ C. A. Schram

CAS:lmc

RECEIVED
1952
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPFVL

20-1074

REFER TO FILE 3539
NO.

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

May 28, 1952.

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department,
Salem, Oregon.

Attn: W. C. Williams, Asst. State Highway Engineer.

Gentlemen:

Receipt is acknowledged of your letter, dated May 23, 1952, under cover of which you forwarded an invoice in the amount of $567.00 for the Parker-Schram Company covering removal of overburden in a gravel pit which was placed in said pit as a result of operations of the G. F. Atkinson Company, Government contractor at Lookout Point Reservoir.

An investigation will be made to determine whether this office has authority to assist you in the collection of this bill. You will be notified promptly upon completion of our investigation.

For the District Engineer:

Very truly yours,

Clifford C. Comisky

Clifford C. Comisky,
Chief, Legal Branch.

NOTED
W. C. WILLIAMS

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

May 23, 1952

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

I attach hereto a copy of a bill which has been submitted to the State Highway Department by the Parker-Schram Company. The Parker-Schram Company is requesting reimbursement in the amount of $567 for the cost of removing overburden on a gravel pit which was designated in the State's contract for the contractor's use. This overburden was deposited on the State contractor's gravel pit by the Government's contractor, Guy F. Atkinson Company.

I am informed that your Mr. Tom Waring, at Lowell, Oregon, is conversant with this matter. We would appreciate your advising if your office has means of securing reimbursement to the Parker-Schram Company, either through the Guy F. Atkinson Company or the Federal Government. Your early reply will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. H. G. Smith

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Sir:

I hand you herewith a bill submitted by Parker Schram Company for stripping of over-burden on Pit No. 7, on the relocated Willamette Highway around Lookout Point Dam.

It is our understanding that this bill would be submitted directly to the Army Engineers rather than through the Highway Department. If you approve, will you please forward the bill to the proper authorities.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encl.

RECEIVED
MAY 15 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 28M 1-52 85419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 14, 1952

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

We are submitting herewith a bill presented by Parker Schram Company in connection with stripping of over-burden on Pit No. 7, Station 1935+00 on the relocated Willamette Highway around Lookout Point Dam.

The additional stripping work was made necessary by the actions of the grading contractor (Guy F. Atkinson Co.) in placing waste material and over-burden materials from their operations upon an area which had been reserved as a source of "Selected Roadbed Topping" for the State surfacing contractor. This area had been shown to prospective State Contractors prior to the placing of said over-burden by the grading contractor.

It was my understanding that the U. S. Corps of Engineers would give due consideration to assuming the cost of removing this waste material from this area upon proper submission of a bill showing said cost. Mr. Tom Waring of the U. S. Corps of Engineers at Lowell, Oregon is conversant with this problem.

Very truly yours,

TOM EDWARDS,
Division Engineer

By

FD Morgan

FRANK D. MORGAN,
Ass't Div. Engr.

RECEIVED
MAY 15 1952
OFFICE OF
CONSTRUCTION ENGINEER

FDM;rw

FORM E-30X 26M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
May 6, 1952

SUBJECT: Meridian Dam-Duval Creek
Contract No. 3537

To:

Mr. Tom Edwards
Division Engineer
Rosbburg, Oregon

Dear Sir:

Please find attached hereto bill presented by Parker-Schram Co. in connection with stripping of over-burden on Pit No. 7, Sta. 1935+00.

This bill, as we understand, is to be paid through the Army Engineer.

The hours shown on the bill correspond with the record we kept.

Very truly yours,

E. E. Umphlette
Sr. Res. Engr.

encl.
EEU/ds

T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

April 30, 1952

Oregon State Highway Commission
Salem
Oregon

TO: PARKER-SCHRAM COMPANY, DR.

Force Account work performed by us in connection with our Contract No. 3537 for topping and paving the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County, Oregon.

Expense incurred by us removing over-burden at Pit No. 7, Station 1935+00, placed there by contractor on the grading work.

D8 Tractor No. 41 and Dozer, including operator, fuel, oil and repairs.

3/4/52	3	hours	@ 12.00 per hour	$ 36.00	
3/5/52	6	"	@ 12.00 " "	72.00	
3/10/52	2	"	@ 12.00 " "	24.00	
3/11/52	2	"	@ 12.00 " "	24.00	
3/13/52	1	"	@ 12.00 " "	12.00	
3/14/52	2	"	@ 12.00 " "	24.00	
3/15/52	5	"	@ 12.00 " "	60.00	
3/19/52	4	"	@ 12.00 " "	48.00	
3/21/52	8	"	@ 12.00 " "	96.00	
3/22/52	12	"	@ 12.00 " "	144.00	$ 540.00
				Plus 5%	27.00
					$ 567.00

5 7 52
E. E. [illegible]

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

April 30, 1952

Oregon State Highway Commission
Salem
Oregon

TO: PARKER-SCHRAM COMPANY, DR.

Force Account work performed by us in connection with our Contract No. 3537 for topping and paving the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County, Oregon.

Expense incurred by us removing over-burden at Pit No. 7, Station 1935+00, placed there by contractor on the grading work.

D8 Tractor No. 41 and Dozer, including operator, fuel, oil and repairs.

3/4/52	3	hours	@ 12.00	per	hour	$ 36.00	
3/5/52	6	"	@ 12.00	"	"	72.00	
3/10/52	2	"	@ 12.00	"	"	24.00	
3/11/52	2	"	@ 12.00	"	"	24.00	
3/13/52	1	"	@ 12.00	"	"	12.00	
3/14/52	2	"	@ 12.00	"	"	24.00	
3/15/52	5	"	@ 12.00	"	"	60.00	
3/19/52	4	"	@ 12.00	"	"	48.00	
3/21/52	8	"	@ 12.00	"	"	96.00	
3/22/52	12	"	@ 12.00	"	"	144.00	$ 540.00
				Plus 5%			27.00
							$ 567.00

5-7-52
E. E. [illegible]

RECEIVED
MAY 15 1952
FOR FILING

[illegible] 14

[illegible] 7

May 13, 1952

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Your File: NPPGD-4

Dear Sir:

This is in answer to your letter concerning progress of Parker-Schram Company on Contract No. 3537, paving of the Meridian Dam-Duval Creek Section, with particular reference to the need of temporary grade crossing permits at certain stations.

We do not consider it necessary to apply for temporary grade crossings, since we have made provisions in the specifications of our contract to carry traffic over the new highway as a last resort, even though the paving not be completed. It may be that we will be confronted with a claim from the contractor for additional compensation if we have to do this, as he contends he has been delayed due to advance operations of the Government's contractor. He was held up for about three weeks in the placing of topping while Government contractors removed a slide, and he has further been handicapped by Government contractors removing material from the gravel bars reserved for the State's contractor, which required him to handle coarser material, and this he claims has slowed up his progress.

The best advice we have now is that the railroad will not be ready for operation before July 10, and with normal weather we feel there is still a chance that the pavement can be completed by that time. In any event, we will arrange to carry the traffic on the new highway when the railroad is placed in operation as the preferable alternate in case the pavement has not been completed by that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me lg

cc Mr. W. C. Williams
Mr. H. G. Smith

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPGD-4

May 2, 1952.

REFER TO FILE

NO.

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Reference is made to the previous correspondence, particularly your letter of December 19, 1951, relative to coordinating the time of placing in service your relocated Oregon State Highway No. 58 and the relocated Southern Pacific Railroad around Lookout Point Reservoir.

The presently estimated date for turning the relocated railroad over to the Southern Pacific Company for trial operation is July 1 with an estimated acceptance date of August 1 for permanent operation.

It is noted that your contract No. 3537 with Parker-Schram Co. dated July 16, 1951 provides for completion of the paving of the relocated highway on or before August 1, 1951. I am greatly concerned that this paving contract will not be completed in time to permit use of the relocated highway by the public before the relocated railroad is placed in trial operation on July 1. Should such a condition arise it would be necessary to obtain temporary grade crossing permits from the Public Utilities Commission of Oregon at the following locations:

1407+82 - 1408+61	Oregon State Highway No. 58
1500+92 - 1501+20	Logging Road (Minnow Creek)
1578+93 - 1579+11	Logging Road (Hermach)
1944+55 - 1944+73	Logging Road (Schweitzer Creek)
1988+30 - 1988+75	Oregon State Highway No. 58

This will be decidedly objectionable from the standpoint of excessive costs for flagmen, temporary construction work, cost of field surveys and preparation of maps for hearings before the Public Utility Commission and the convenience and safety of the public and good public relations.

I therefore urgently request that you discuss this situation again with your contractor and advise me as to whether you can open the highway for public use not later than July 1. I realize that in doing so the contractor might be required to finish one side of the paving at a time and furnish one way traffic guidance as provided for in his referenced contract.

Avoidance of crossing the operating railroad would appear also to be to the advantage of the contractor inasmuch as you have written into his contract specifications the following:

> "Contractor's Obligations for Protection of Railway Property and Possible Use of Storage Areas. At such time as the Railroad Company is operating trains over their relocated line, the responsibility for crossing the tracks will rest entirely with the contractor and it shall be his responsibility to furnish flagmen, barricades, signs and any other protective measures required by the railroad company."

I am very much interested personally in the proper coordination between all interested parties in placing these two relocations in operation and I feel sure your attitude is the same.

I will appreciate your early reply and if, in your opinion, a conference with you and the contractor would be helpful, I will be glad to confer with you.

Very truly yours,

T. H. Lipscomb,
Colonel, Corps of Engineers
District Engineer

RECEIVED
MAY 5 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILES

11

December 19, 1951

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Parker-Schram Company, our contractor on the surfacing around the Meridian Dam, has been using every effort to do as much surfacing as it possibly can this winter, so that it can start paving as soon as the season will permit. We have repeatedly impressed upon the contractor the necessity for completing the job before the railroad is under operation, as we are unwilling to turn main line traffic across grade crossings on the railroad. The Parker-Schram Company has now completed about all the heavy base topping which it can do unless the Atkinson Company can expedite its finishing operations. The Atkinson Company seems to have all its grade more or less roughed in, but has done practically no finishing. The only thing left is a piece of the Utah Construction Company's job which has not been brought up to grade, and where it is too muddy to haul over. We feel that it would greatly expedite the job if Atkinson could start with his finishing operations and prepare sufficient roadbed for Parker-Schram Company to start surfacing on that end.

We also wish to call your attention to Pit No. 7, Station 1935+00, Thirty thousand yards in this area were reserved for Parker-Schram Company's surfacing operations, but the E. C. Hall Company has moved into this site several times and is apparently setting up there again. It has wasted stripping over a portion of the area, so that it is questionable if Parker-Schram Company can find sufficient material without obtaining it under water, which would be an expense which was not anticipated in its bid.

Material has been removed from several of the other gravel pits which were reserved for our use and mentioned in our contract with Parker-Schram Company. Unless these pits are respected as called for in our contract with Parker-Schram Company, I anticipate it will insist upon additional payment, in which case we will have to expect recompense from you. I would appreciate it, therefore, if you would make arrangements by which 30,000 yards are left in Pit No. 7 which will be readily available to Parker-Schram Company without underwater excavation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

HGS:ar me
cc Mr. H. G. Smith

RECEIVED
FOR FILING

20-1074

3537

August 6, 1951

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3537, which was awarded to you on July 16, 1951 by the State Highway Commission, for topping and paving on the Meridian Dam-Duval Creek Section of the Willamette Highway, Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 1[illegible] 1951
FOR FILING

20-1874

3537

July 18, 1951

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on July 16, 1951, awarded you Contract No. 3537 for topping and paving 11.70 miles of the Meridian Dam-Duval Creek Section of the Willamette Highway in Lane County. This award was based on your low bid of $456,125.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

24-3636 Salem Service Building 1951
in Salem Shops
#3538

RECEIVED
FOR FILING 24-2636

3538

OREGON STATE HIGHWAY DEPARTMENT

(date)
Jan. 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3538	6-final	Cecil A. Lantz

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
60	R-32150	$ 4,140.23	1/16/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: ~~xxxx~~ Nov. 30, 1951

Time Extensions: Extended to Dec. 31, 1951 without penalty

Completion Date: Dec. 21, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 5, 1952

2-5-52

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Mr. C. A. Lantz
1730 N. 19th St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 21 days, from November 30 to and including December 31, 1951, within which to complete your contract No. 3538 for construction of service building at Salem Shops, Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Mason,
Division Engineer

Haven Nutting,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
1-14-52 gl

RECEIVED
[illegible] 2 1952
FOR FILING

D4

3538

December 31, 1951

Phoenix Indemnity Co.
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wyhne

Gentlemen:

State highway contract No. 3538 covering construction of service building at Salem Shops was completed by the contractor, C. A. Lants, on December 21, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,140.23 will be released to the contractor after acceptance by the Commission. The total contract amount is $44,587.36, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
316 North Church St.
Salem, Oregon

NOTED ON CARD

12-31-51

RECEIVED
FOR FILING

24-26-1

[illegible]

December 10, 1951

Request for extension of time
No. 13
December 20 and 21 meeting.

State Highway Commission

Gentlemen:

Re: Service Station at Salem Shops
Contract No. 3538
C. A. Lantz, Contractor

Herewith a request for an extension of time from November 30 to and including December 31, 1951, for the completion of the service station at the Salem Shops.

The weather has been such that we have not allowed the contractor to do the painting on the exterior surfaces. It is anticipated that within the next two weeks this can be done. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

24-3636
3538
Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 18, 1951

Section Service Building at Salem Shop

Kind of work Service Bldg.

Highway Silver Creek Falls

Section prefix 24-3636

Contractor Cecil A. Lantz

Contract number 3538

Date of contract ---, 19

Date of completion November 30, 1951

Date work started ----, 19

Estimated date of completion Nov. 30, 1951

Amount of contract $

Per cent of time elapsed -- %

Estimated cost of completed project, exclusive of engineering $ --

Per cent of contract completed, based on total contract price -- %

Engineering cost to date $ McGee's cost 67.66, --- %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Last week staked service station.

This week located sewer and established line and grade to connect new building to same.

RECEIVED
AUG 20 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED

NOTED

Signed J. F. McGee

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 48418

RECEIVED
1951
FOR FILING

24-3236

3538

August 6, 1951

Mr. C. A. Lantz
1730 N. 19th St.
Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3538, which was awarded to you on July 16, 1951 by the State Highway Commission, covering construction of Service Building at Salem Shops, Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 1 1951
FOR FILING

24-3636

[illegible]

July 18, 1951

Cecil A. Lantz
1730 North 19th Street
Salem, Oregon

Dear Mr. Lantz:

The State Highway Commission on July 16, 1951, awarded you Contract No. 3538 for constructing a reinforced concrete building at Salem Shops in Marion County. This award was based on your low bid of $43,857.40 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S H. Probert

RECEIVED

FOR FILING
FORM E-30X 25M 9-48 [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

February 14, 1951

#16001
Insurance

SUBJECT:

Proposed new Service Station
at Salem

To: MR.W.W.STIFFLER
Assistant State Highway Engineer
OFFICE

Dear Mr.Stiffler:

Mr. Halik has asked me to ascertain proposed insurance rates upon this type of service station buildings at a point located thirty-five feet northeasterly of the automobile shed #15.

For your information I am enclosing herewith a copy of a letter received today from Cole, Clark & Cunningham, which is entirely self-explanatory.

If I can be of further service to you in this matter, kindly advise me.

Yours very truly,

J.M.DEVERS

By C.W.Parker
C.W.PARKER
Property Manager

cc Forrest Cooper
cc E.Halik
Encl
CWP/CK

NOTED
W. W. STIFFLER

COPY

COLE, CLARK & CUNNINGHAM
Insurance
Title and Trust Building
Portland

February 9,1951

MR.C.W.PARKER,Property Manager
State Highway Commission
Salem,Oregon

Dear Mr.Parker: Re: Proposed New Service Station

Based upon the information recently received from you to the effect that the above proposed building will be located 35 feet northeast of Automobile Storage Shed No.15, the following tentative rate quotations would apply for the different types of construction indicated below:

1. Masonry Class B: 106' x 36' in floor area; concrete floor; 6-inch reinforced concrete curtain walls; open inside finish; skeleton iron clad or standard composition covered, open joist type roof; heat, if any, from main plant boilers, or if separate, to be standard installation; occupancy to be gasoline service station with washing, oil changeing, greasing, and minor service check-ups such as for brakes, lights, etc.

100% Average Clause Annual Rate - Building 0.33
contents 0.53

The above separation of 35 feet is sufficient to prevent any exposure penalties against Automobile Storage Shed No.15, however, a small exposure penalty of approximately .04¢ per $100 of insurance is applicable against the new Service Station. In order to entirely eliminate this penalty, a separation of 70 feet would have to be provided, and this, we understand, is not practical for your purposes.

2. Deficient Class B.Masonry: Identical to No. 1 above except the building walls constructed of 8-inch hollow concrete block.

100% Average Clause Annual Rate - Building - 0.40
contents - 0.61

Exposure penalties as indicated under No. 1 above would be applicable.

3. Masonry Class A: Identical to No. 1 above except the new building to be provided with a 4-inch concrete slab roof.

100% Average Clause Annual Rate - Building - 0.112
contents - 0.416

With 35 feet separation provided, the exposure penalty to the new Service Station will be negligible (possibly .01¢), and approximately the same exposure penalty would apply to Automobile Storage Shed No. 15 from the new building.

NOTED
W W SHIFFER

The above rate quotations are given subject to conditions found by the Rating Bureau at the time of their final inspection of the new building. Should additional hazards exist which have not been contemplated above, the rate, of course, would be proportionately higher.

We trust this is the desired information, however, should you have additional questions on any of the above,,please do not hesitate to call on us.

Yours very truly,

S.S.Likins

SSL/bp

EIVED
FOR FILING
FORM E-30 25M 9-50 42286

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1951

SUBJECT: Shop Buildings

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith map of the Salem Shop area showing in color the proposed location of the new service station building, the new open front sign storage building, and the new equipment repair building included in the 1951 Building Betterment Budget.

You have received preliminary plans of the service station building which it was estimated would cost $25,000. This matter, we understand was presented to the Highway Commission at their last meeting and construction authorized on the basis of this estimate. You have also received plans of the proposed sign storage building estimated to cost $11,500; however, we do not believe this project has been submitted to the Highway Commission for approval. Both of the above proposals were submitted to the insurance underwriters through Mr. Parker and they have been relocated on the map to locations which afford us the most advantageous insurance rates.

approved Dec 19 1950

At the October meeting of the Highway Commission, we were instructed to look into the possibility of isolating the paint shop to reduce fire hazard and, incidentally, reduce the cost of our fire insurance. As a result of some study and consultation, a new building is proposed, to be 48'x64', of fireproof construction, to be located 30 feet south of our present No. 6 open storage building, to provide painting facilities for both the Sign Department and the Equipment Department. The estimated cost of this building, including fireproof construction, special heating, and a special system of lights, is estimated at $40,000. There is no doubt that there would be a great reduction in fire hazard and a material decrease in insurance costs if this building were constructed. Possibly Mr. Parker could contact the insurance underwriters and determine definitely how much reduction there would be in our insurance rates. We attach hereto a copy of Mr. Halik's recommendation in this matter, together with a tentative floor plan for the proposed building.

Shown in yellow on the large map is the proposed location of the Equipment Repair Shop budgeted for construction in 1951. We do not have plans or a detailed estimate of cost for this building as yet.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.

NOTED
File

FORM E-20X 28M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1951

SUBJECT: Shop Buildings

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith map of the Salem Shop area showing in color the proposed location of the new service station building, the new open front sign storage building, and the new equipment repair building included in the 1951 Building Betterment Budget.

You have received preliminary plans of the service station building which it was estimated would cost $25,000. This matter, we understand was presented to the Highway Commission at their last meeting and construction authorized on the basis of this estimate. You have also received plans of the proposed sign storage building estimated to cost $11,500; however, we do not believe this project has been submitted to the Highway Commission for approval. Both of the above proposals were submitted to the insurance underwriters through Mr. Parker and they have been relocated on the map to locations which afford us the most advantageous insurance rates.

At the October meeting of the Highway Commission, we were instructed to look into the possibility of isolating the paint shop to reduce fire hazard and, incidentally, reduce the cost of our fire insurance. As a result of some study and consultation, a new building is proposed, to be 48'x64', of fireproof construction, to be located 30 feet south of our present No. 6 open storage building, to provide painting facilities for both the Sign Department and the Equipment Department. The estimated cost of this building, including fireproof construction, special heating, and a special system of lights, is estimated at $40,000. There is no doubt that there would be a great reduction in fire hazard and a material decrease in insurance costs if this building were constructed. Possibly Mr. Parker could contact the insurance underwriters and determine definitely how much reduction there would be in our insurance rates. We attach hereto a copy of Mr. Halik's recommendation in this matter, together with a tentative floor plan for the proposed building.

Shown in yellow on the large map is the proposed location of the Equipment Repair Shop budgeted for construction in 1951. We do not have plans or a detailed estimate of cost for this building as yet.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.

FORM E-30 25M 8-50 42266

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 12, 1950

E. F. Halik

SUBJECT: Building for Painting

To: Mr. E. A. Collier
Maintenance Engineer
State Office Building
Salem, Oregon

COPY

Dear Sir:

Attached please find a tentative location and proposed building to be used for equipment painting and sign painting for the Sign Department.

The proposed building would be 48' x 64' and would be located 30 feet from our present No. 6 open storage building. The equipment department would have 1668 square feet and the sign department 1402 square feet.

The large equipment spray booth would be 48 x 16 square feet, equipped with all the necessary machinery for spray painting and water filtering. The 30' x 30' room would be for the preparation room and would accommodate two large pieces of equipment at one time.

The building should be a concrete fireproof building with a 15 foot concrete slab ceiling.

The heating of the building is a rather difficult problem and radiant floor heating would be preferable over unit blower type heating. In either system additional heating facilities must be provided as the present boiler has its full capacity at the present time. Radiant floor heating would be hot water instead of steam heat. The spray booth requires a rapid change of air and undoubtedly 10% of the air would be lost which would be quite a heating item. The heating plant should be in a separate building due to high volatile vapor in a paint building which would be prohibitive from an insurance rate angle.

The majority of the lighting would be vapor-proof fixtures which are more expensive than ordinary fixtures.

My estimate of the cost is purely a guess; however, here it is:

Building -	$ 21,000
Paint Spray Booths - - - - - - - - - - - - - - - -	7,000
Lighting -	2,000
Heating system only which does not include a building but does include a boiler and radiant floor heat -	10,000
Total - - - - - - - -	$ 40,000

The arrangement and building location are agreeable with Mr. Widdows of the Sign Department.

Very truly yours,

E. F. Halik (signed)

E. F. Halik
Equipment Superintendent

EFH:mr

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1950

E. F. Halik

SUBJECT: Building for Painting

To: Mr. E. A. Collier
Maintenance Engineer
State Office Building
Salem, Oregon

COPY

Dear Sir:

Attached please find a tentative location and proposed building to be used for equipment painting and sign painting for the Sign Department.

The proposed building would be 48' x 64' and would be located 30 feet from our present No. 6 open storage building. The equipment department would have 1668 square feet and the sign department 1402 square feet.

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The building should be a concrete fireproof building with a 15 foot concrete slab ceiling.

The heating of the building is a rather difficult problem and radiant floor heating would be preferable over unit blower type heating. In either system additional heating facilities must be provided as the present boiler has its full capacity at the present time. Radiant floor heating would be hot water instead of steam heat. The spray booth requires a rapid change of air and undoubtedly 10% of the air would be lost which would be quite a heating item. The heating plant should be in a separate building due to high volatile vapor in a paint building which would be prohibitive from an insurance rate angle.

The majority of the lighting would be vapor-proof fixtures which are more expensive than ordinary fixtures.

My estimate of the cost is purely a guess; however, here it is:

Building -	$ 21,000
Paint Spray Booths - - - - - - - - - - - - - - - - -	7,000
Lighting -	2,000
Heating system only which does not include a building but does include a boiler and radiant floor heat -	10,000
Total - - - - - - - -	$ 40,000

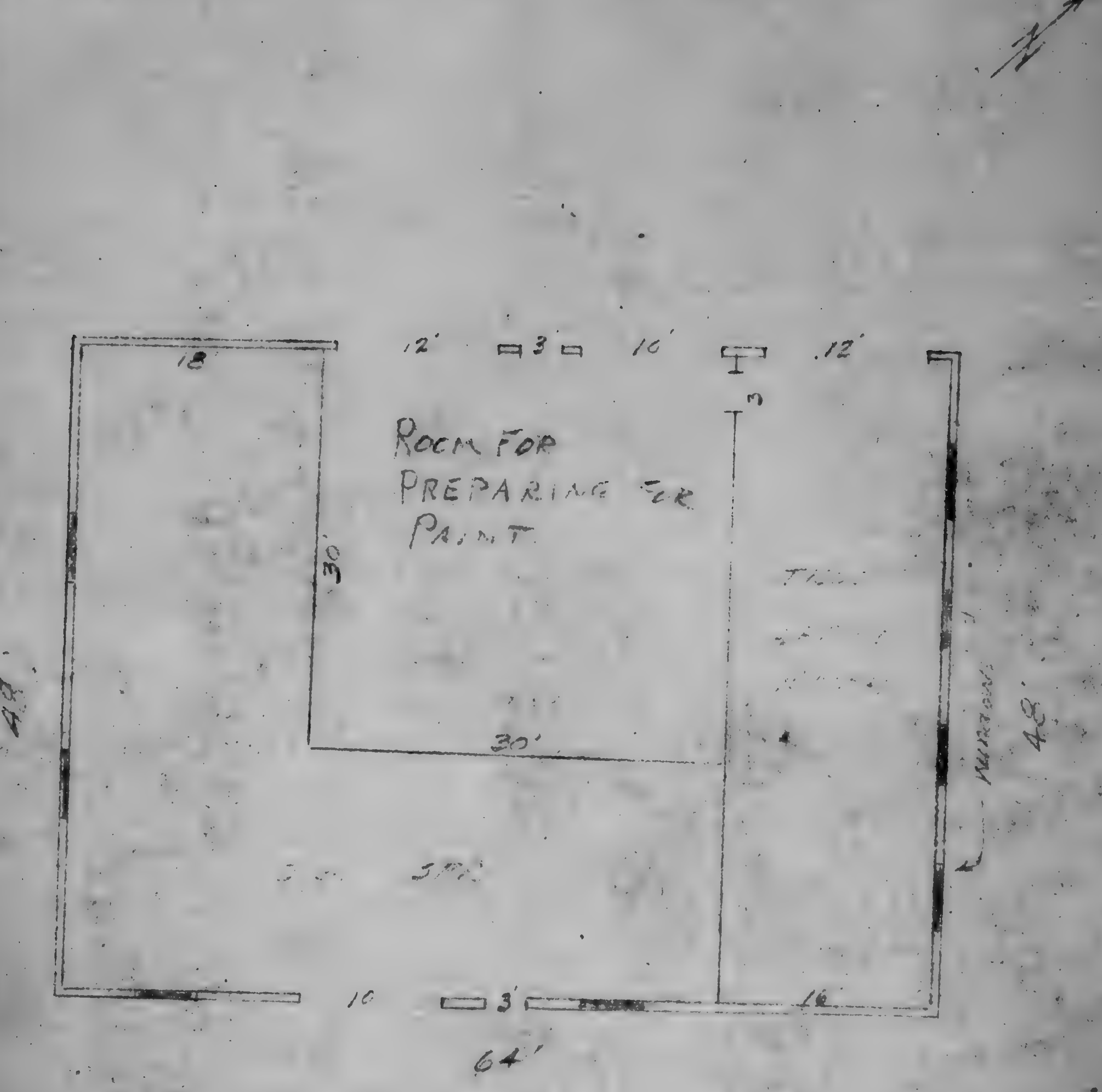
The arrangement and building location are agreeable with Mr. Widdows of the Sign Department.

Very truly yours,

E. F. Halik (signed)

E. F. Halik
Equipment Superintendent

EFH:mr



15' ceiling
12½' [illegible] doors

RECEIVED
DEC 12 1950
FOR FILING

December 5, 1950

Oregon State Highway Commission

Gentlemen:

We have an item included in our 1950 budget which has been under consideration and study for sometime; namely, the construction of a service station building at the Salem Shop group, originally estimated very roughly at $14,000 before any design was prepared.

The location of our present gas pumps and the absence of a suitable service station building for servicing and washing automobiles constitutes a serious handicap to our over-all operations.

When the 1951 budget was compiled, in July and August, it was anticipated that a suitable design could be prepared and the building contracted and completed during this calendar year; therefore, nothing was shown in the 1951 budget for a carry-over of this project.

Since we have purchased commercial insurance on all the buildings in this Salem group, the present design prepared by Mr. Paxson is for a reinforced, concrete building, fireproof construction, 106 feet by 36 feet in plan, the estimated cost of which is as follows:

Building only, including heat, light, and plumbing facilities	$21,000
Engineering and contingencies, 12½ per cent......................	2,600
Relocation of gas pumps..	100
Remove and install power hoist...................................	100
Five cubic foot compressor installed.............................	300
Three gas tanks installed..	900
Total..........................	$25,000

In addition to the $14,000 above referred to, there is an additional $10,000 unexpended in the same section of the 1950 budget under capital outlays and included in "Construction of Buildings and Improvements - Miscellaneous Properties."

Your approval is respectfully requested of the project at the total estimated cost of $25,000 of 1950 funds as a carry-over into the 1951 budget.

Very truly yours,

W. W. Stiffler
Acting State Highway Engineer

cc: W. W. Stiffler
W. C. Williams
M. H. Hawke

RECEIVED
FOR FILING
FORM E-30 25M 1-50 87536

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1950

SUBJECT: Service Station Building, Salem Shops

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

We enclose a map of the Salem Shop area showing thereon the location of the proposed service station building, also the location of the open front sign storage shed and the proposed new equipment repair shop, plans for which are now being prepared.

We have given a print of this map to Mr. C. W. Parker who, we understand, is contacting the insurance underwriters to see if the proposed locations meet their approval.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.
cc C. W. Parker

NOTED
W. W. STIFFLER

FORM E-30 25M 8-50 42286

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1950

SUBJECT: Service Station Building, Salem Shops

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith prints showing design of proposed service station building for the Salem Shops included in our 1950 Shop Building Betterment Budget. Final plans will be redrawn to show doors on the north and pumps on the west. We estimate the cost of this building constructed out of block or reinforced concrete with metal roof and uplift doors fully equipped as follows:

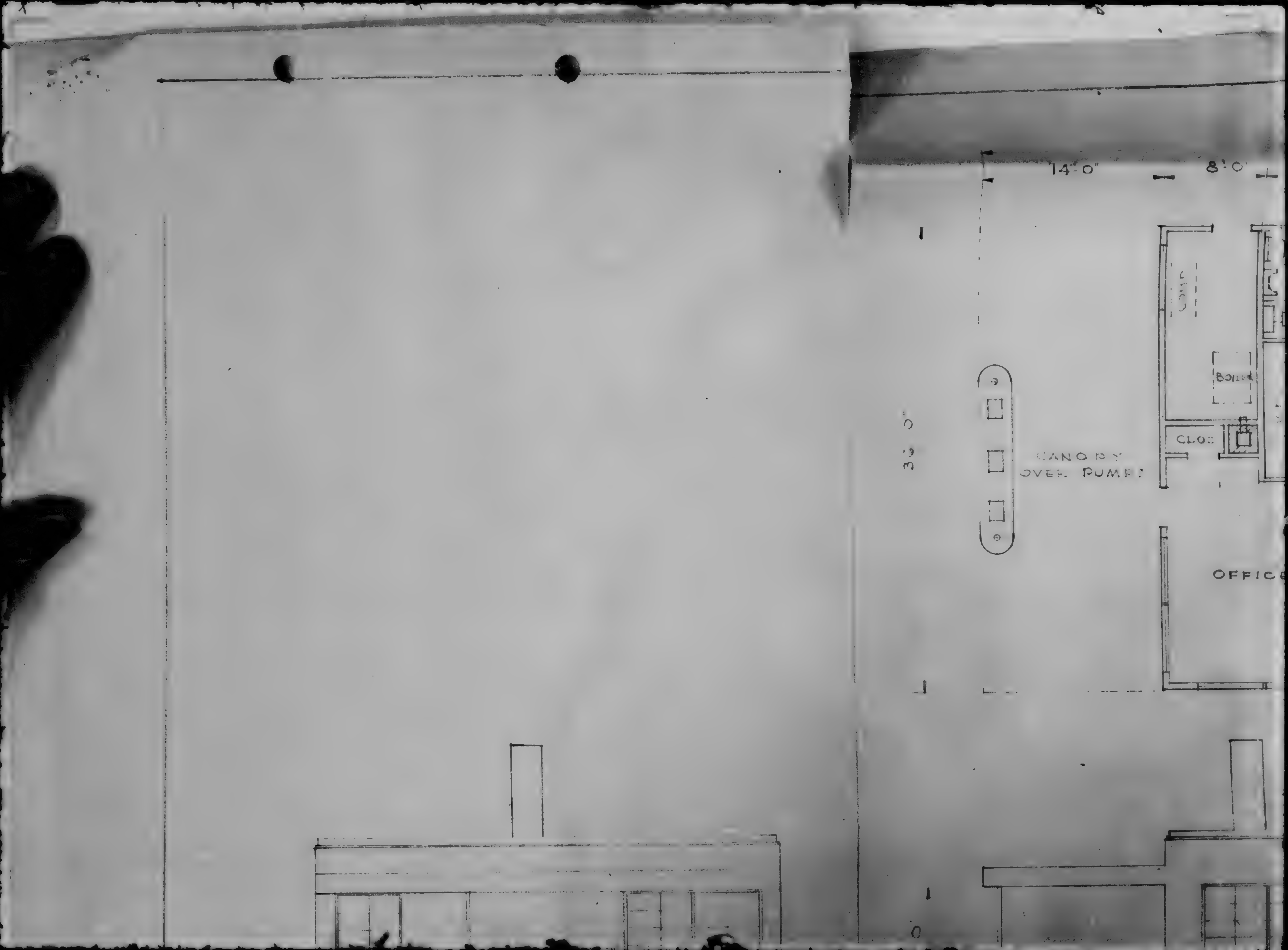
Building contract including heating, lighting, plumbing (Paxson estimate)			$21,000
Engineering and contingencies, 12½ percent			2,600
Gas pumps on hand, installation only			100
Hoist on hand, installation only			100
Gas tanks	1 - 8,000	$500	
	2 - 1,000	200	
	Installation	200	900
Compressor			300
		Total	$25,000

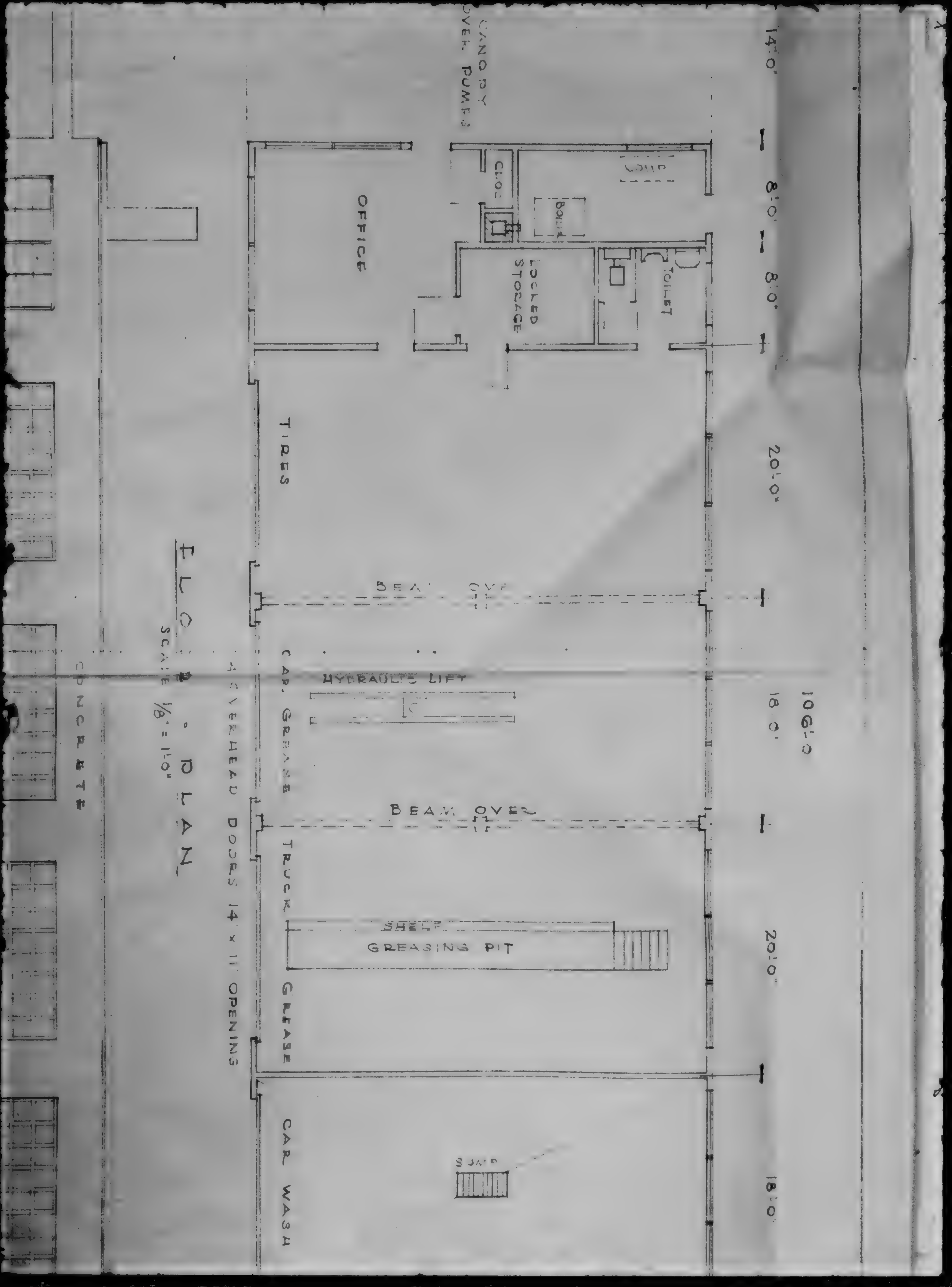
This estimate overruns the budget item of $15,000 by a considerable amount; however, the need for the building is urgent and there are funds available for transfer in this same 1950 Budget that we will be unable to expend, originally set up to cover items now included in the 1951 Radio System Budget. We recommend that authority be obtained to proceed with the construction and that funds in the amount of $10,000 be transferred to cover the cost.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

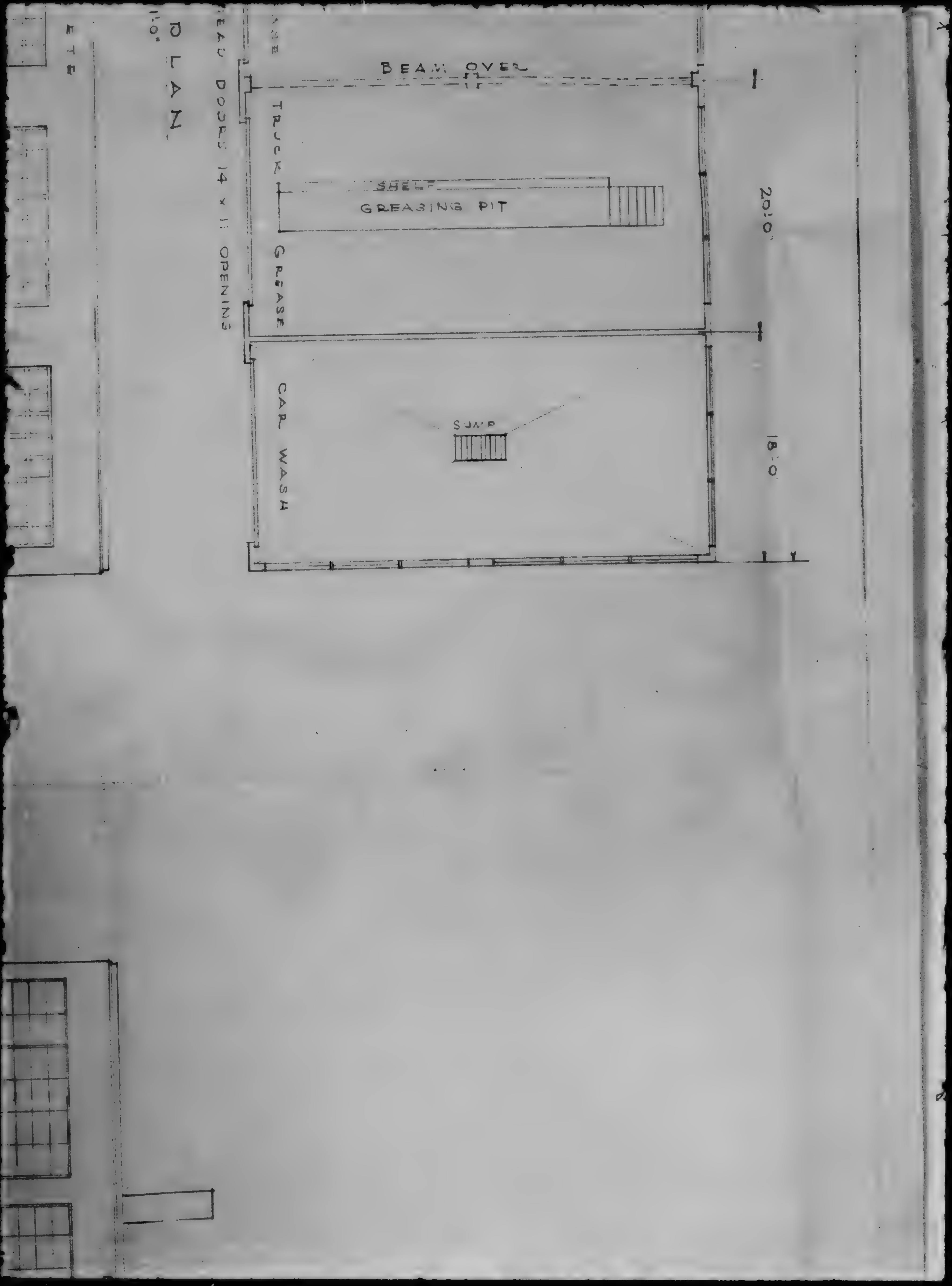
IAD/bm
Encl.


14'0"
8'0"
COMP
BOILER
CLOS
36' 0"
CANOPY
OVER PUMPS
OFFICE
0

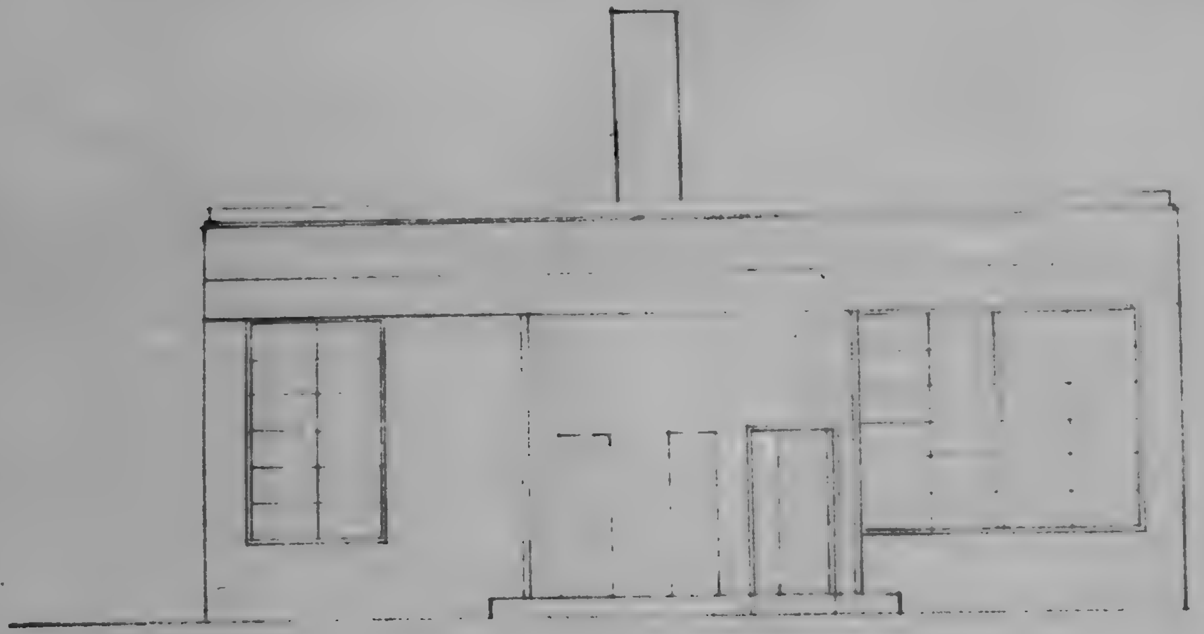

FLOOR PLAN

SCALE 1/8" = 1'0"

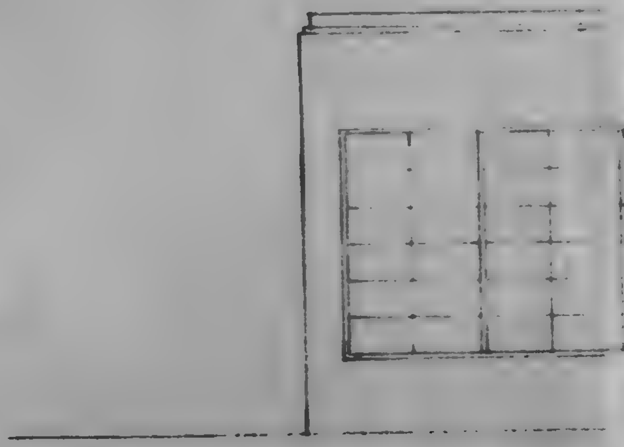
4 OVERHEAD DOORS 14 x 11 OPENING

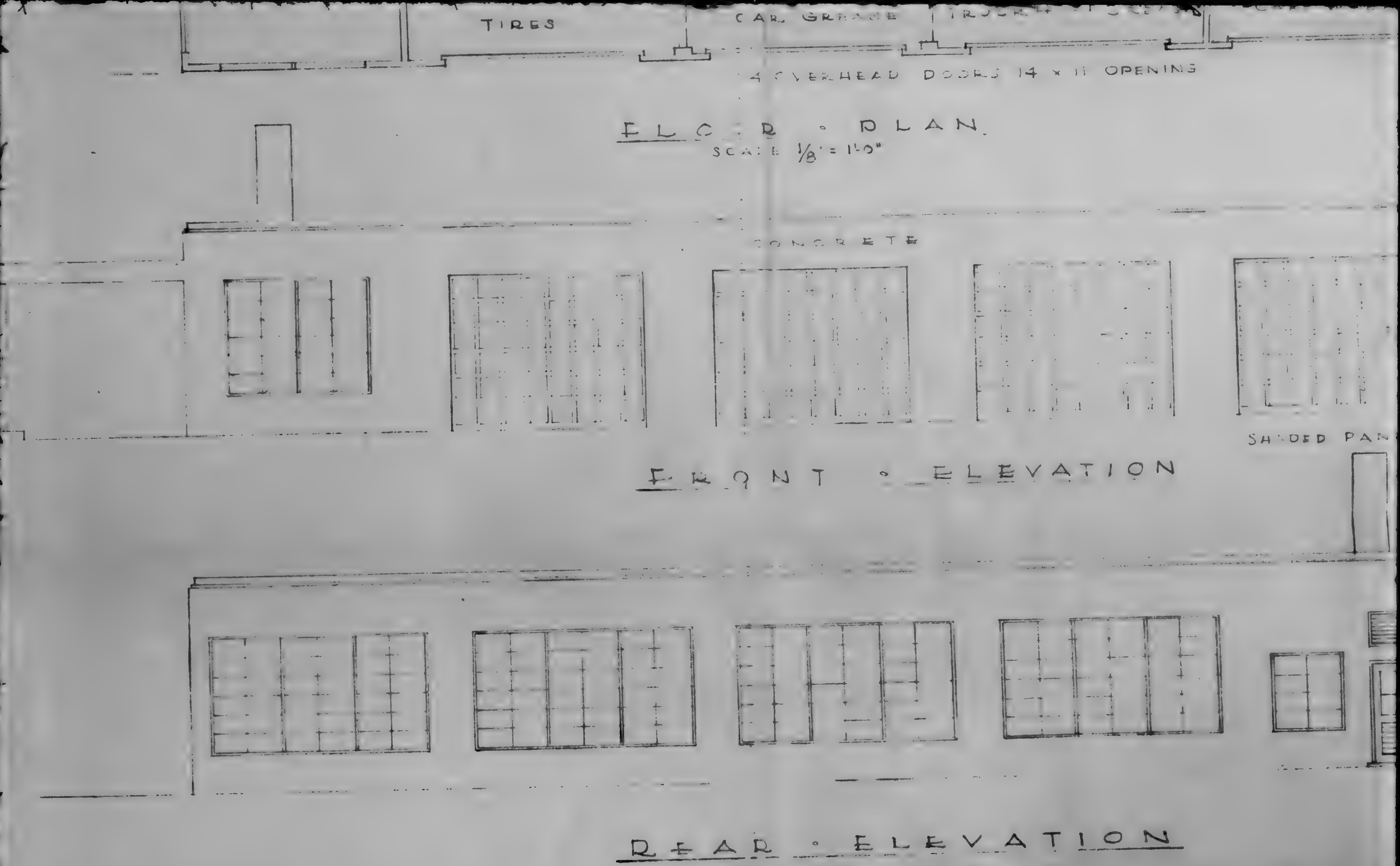

BEAM OVER
TRUCK
SHELF
GREASING PIT
20'0"
GREASE
CAR WASH
SUMP
18'0
PLAN
1'0"
EAD DOORS 14 x 11 OPENING
ETE

5'-0
WASH

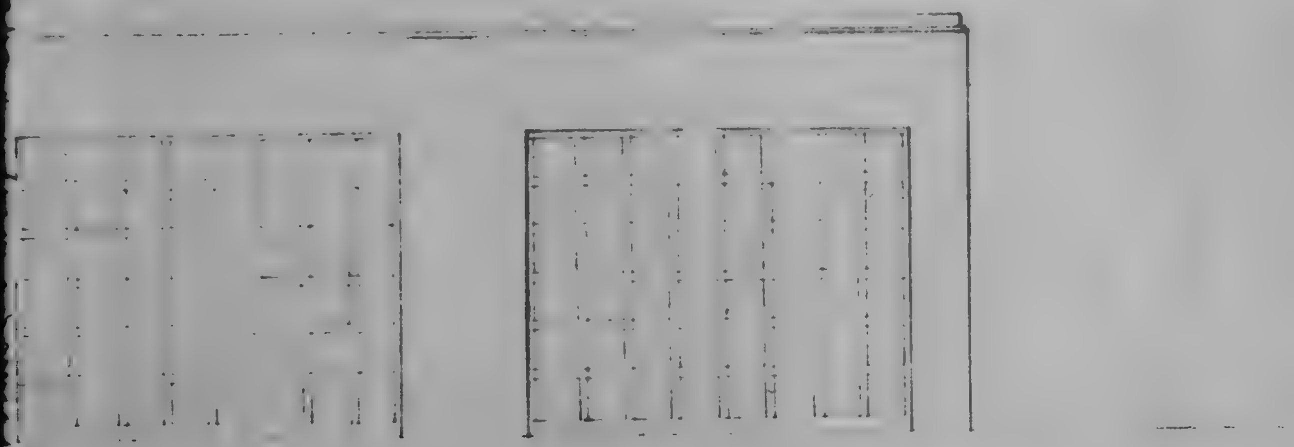


END · ELEVATION

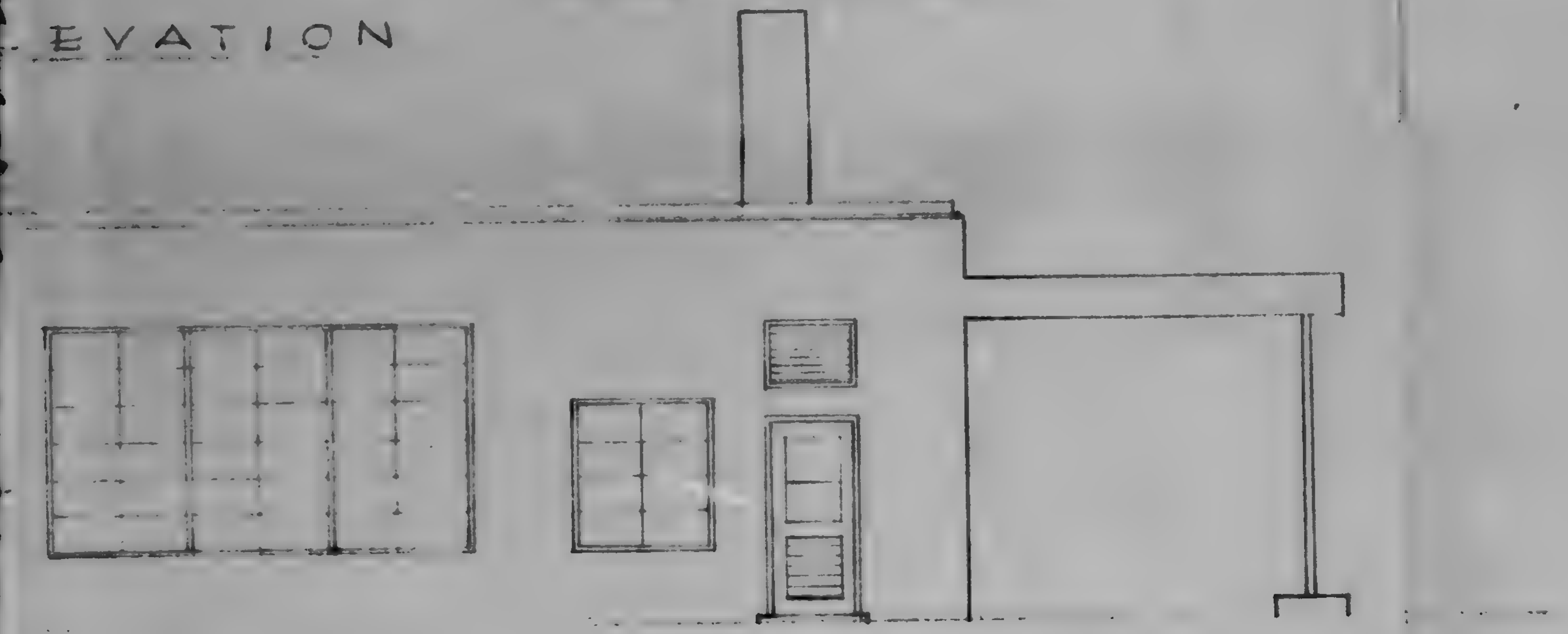




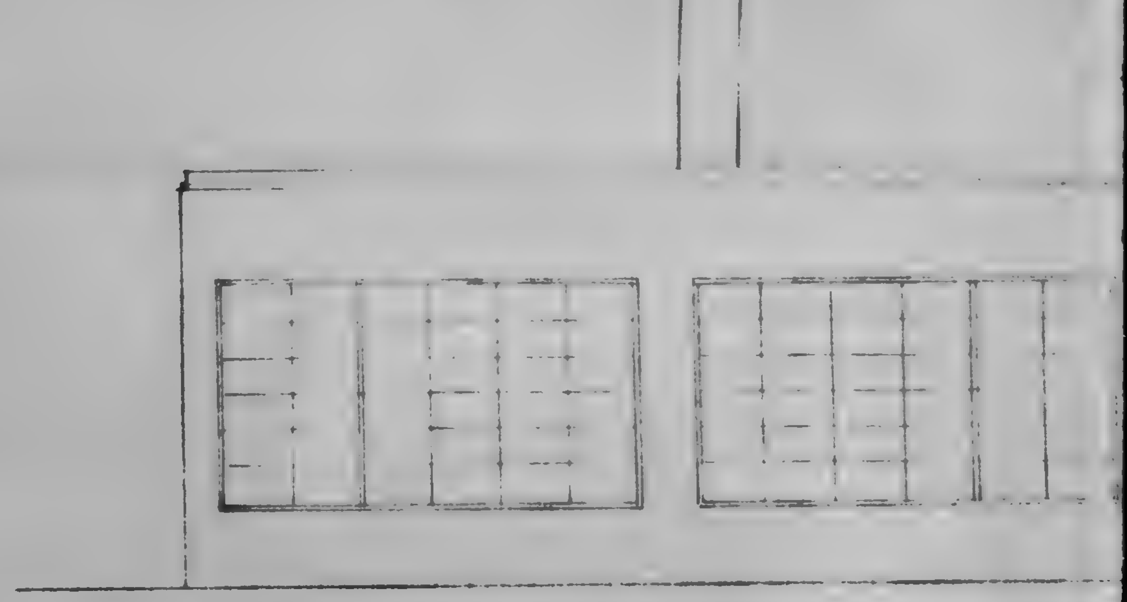
Doors on North.
Pumps on West.


SHADED PANELS GLAZED

EVATION



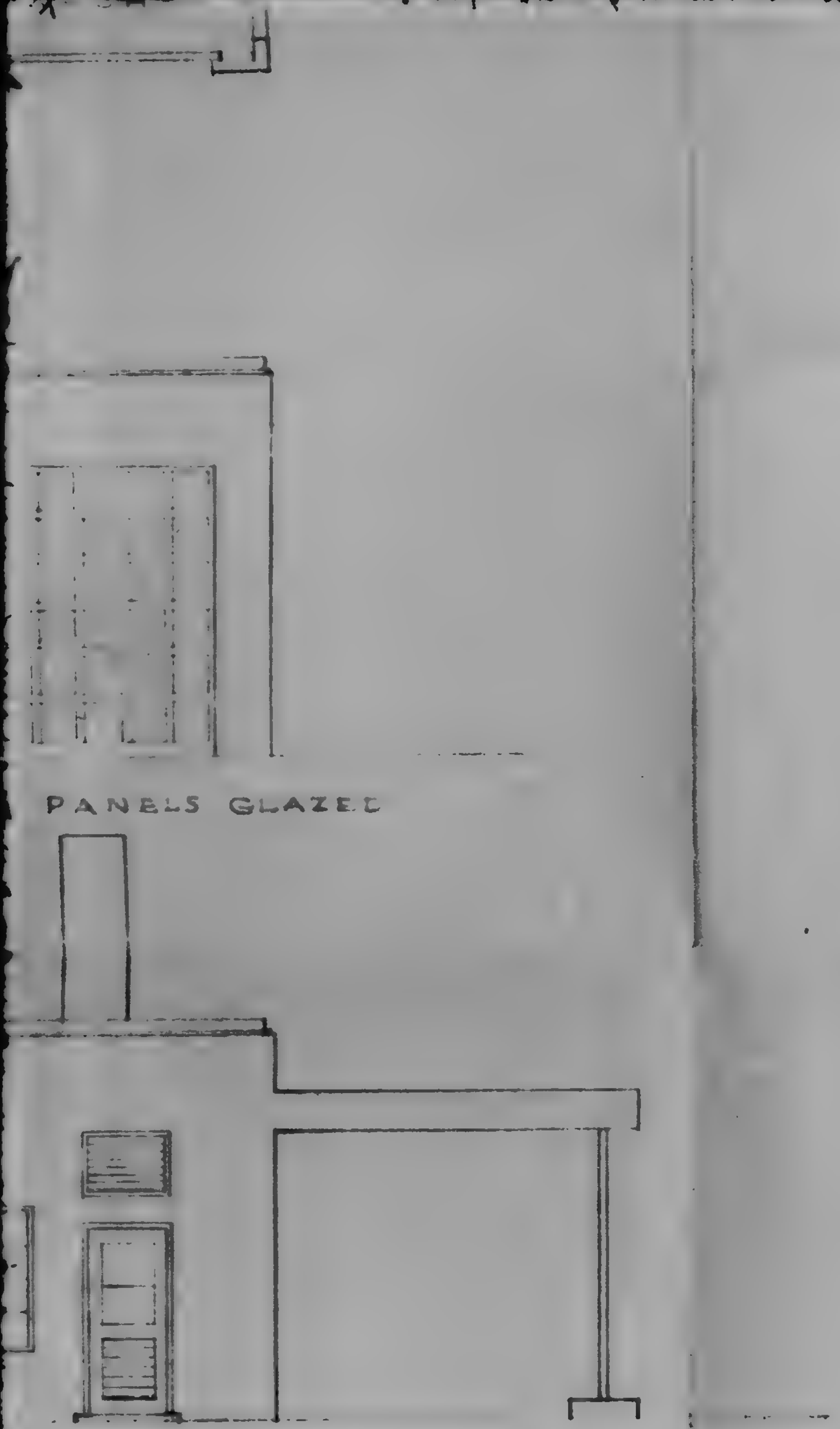
ATION

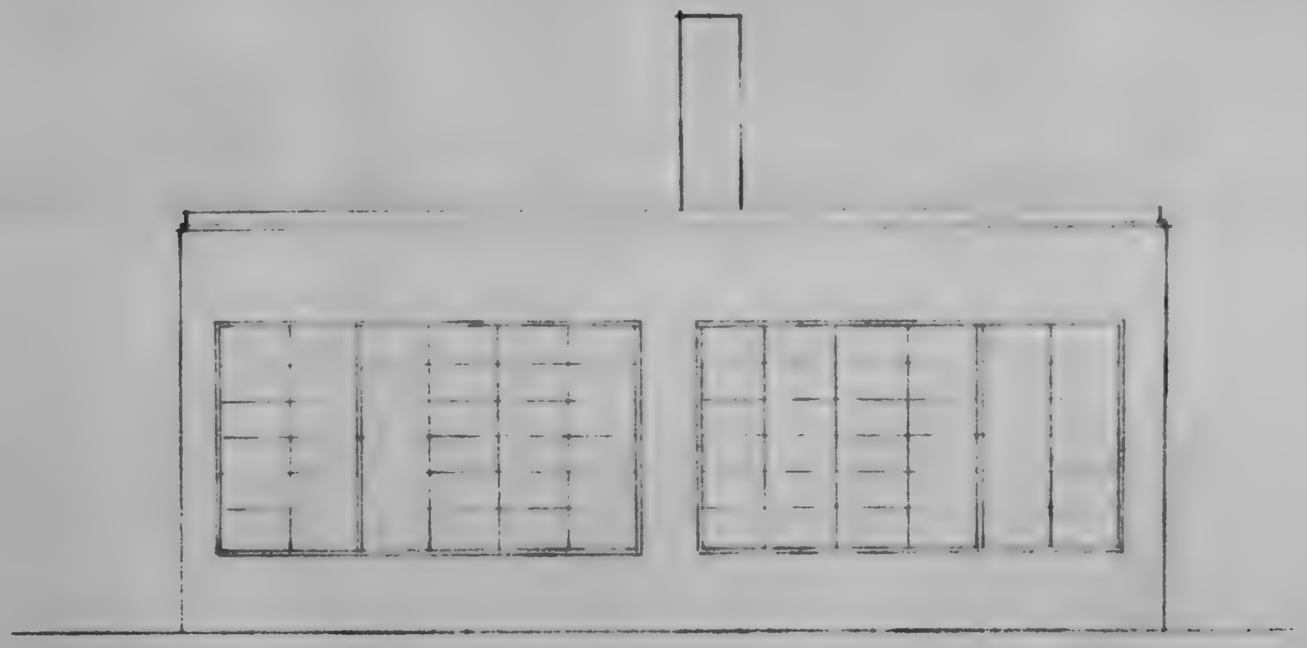


END · ELEVATION

orth ·
ed

OREGON
STATE HIGHWAY DEPARTM
TENTATIVE PLA
OF
SERVICE BL
AT
EQUIPMENT SHOPS – SA
DRAWN BY CCS JOB
AUG 25, 1950 DRA





END · ELEVATION

OREGON
STATE HIGHWAY DEPARTMENT
TENTATIVE PLAN
OF
SERVICE BLDG.
AT
EQUIPMENT SHOPS - SALEM, ORE.

DRAWN BY CCS
AUG 25, 1950

JOB NO. 7357
DRAWING 7357-A

26-3318 Benson Park Latrine near Multnomah Falls. 1951

#3539

RECEIVED

FOR FILING

[illegible]

(CONTRACT NO.) 2579

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 26, 1952

(EST. NO.)		(CONTRACTOR)
3539	2-final	Gilbert Roberts

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2870	R-35086	$ 639.87	2/25/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: **None**

Completion Date: Oct. 24, 1951

Date Accepted: Feb. 19, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: **2-27-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 27 1952

NOTED ON CARD
2-27-52. gl

RECEIVED
FEB 14 1952
FOR FILING

February 11, 1952

United States Fidelity & Guaranty Co.
N. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3539 covering construction of latrine at Benson State Park in Multnomah County was completed by the contractor, Gilbert Roberts, on October 24, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $639.87 will be released to the contractor after acceptance by the Commission. The total contract amount is $4,719.50, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
FOR FILING

26-2217

3539

August 6, 1951

Mr. Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3539, which was awarded to you on July 16, 1951 by the State Highway Commission, covering construction of Benson Park Latrine in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 19 1951
FOR FILING

July 18, 1951

Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Mr. Roberts:

The State Highway Commission on July 16, 1951, awarded you Contract No. 3539 for constructing a standard latrine in Benson Park near Multnomah Falls in Multnomah County. This award was based on your low bid of $4,695.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc S. H. Probert

32-3306

Wallowa Lake Park Overnight
Camping Area.

#[illegible]0

1/71

RECEIVED
DEC 30 1952
FOR FILING

December 30, 1952

United States Fidelity and Guaranty Company
Suite 201, Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Attention: Mr. Karl H. Doerre

Gentlemen:

State Highway Contract No. 3540, awarded to Bechtel Brothers for construction of a camping area in Wallowa Lake Park in Wallowa County, was accepted by the State Highway Commission on November 24, 1952. The total contract amount was $48,580.92 and final payment was mailed to the contractor on December 8, 1952.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 12/29

UNITED STATES FIDELITY AND GUARANTY COMPANY
W. TALBOT SINCLAIR, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE: BROADWAY 0464

GEORGE C. BOTTOMS
ASSOCIATE MANAGER
LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

December 23, 1952

Oregon State Highway Commission
Salem, Oregon

Re: Bechtel Brothers, State Highway Contract #3540
Wallowa Lake Camping Area

Gentlemen:

Thank you for advising in your letter of November 7 that Bechtel Brothers have completed the contract on the above August 11, 1952.

If this contract has been accepted, would you please advise by a footnote to this letter, so that we may close our underwriting file. Thank you.

Yours very truly,

W. TALBOT SINCLAIR, Mgr.

By: Karl H. Doerre
Karl H. Doerre, Supt.
Fidelity Surety Dept.

KHD/cm

RECEIVED
FOR FILING

92-3501

[illegible]

December 12, 1952

Bechtel Brothers
Elgin
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 42 days, from June 30 to August 11, 1952, within which to complete your contract No. 3540 for constructing Wallowa Lake Camping Area on the Joseph-Wallowa Lake Secondary Highway in Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: [illegible]. F. Chidsey,
Division Engineer

Robert Ellison,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 5, 1952

(CONTRACT NO.) 32-3306	(EST. NO.)	(CONTRACTOR)	
3540	6-final	Bechtel Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22124	B-54908	$3,453.21	Dec. 4, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Hicklander
ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: to Aug. 11, 1952 without penalty

Completion Date: Aug. 11, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-8-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
H B Glaisyer
by F [illegible]

NOTED ON CARD

Warrant Mailed: DEC 8 1952
a a Hicklander

RECEIVED
FOR FILING

November 10, 1952

State Highway Commission

Request for extension of time
No. 17
November 24-25 meeting.

Gentlemen:

Re: Wallowa Lake Camping Area
Contract 3540
Bechtel Brothers, Contractor

Herewith copy of a request for a second extension of time, from June 30, 1952 to August 11, 1952, for the completion of the Wallowa Lake Camping Area in Wallowa County, Bechtel Brothers, contractor. A previous extension was granted from November 30, 1951, the contract completion date, to June 30, 1952.

All work was completed on this project within the time granted by the previous extension with the exception of minor adjustments in the plumbing installations. All facilities had unrestricted public use during this time.

It is recommended that the second extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

PMS:gm

RECEIVED
FOR FILING
[illegible]
3540

November 7, 1952

U. S. Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 3540 covering Wallowa Lake Camping Area Section on the Joseph-Wallowa Lake Secondary Highway in Wallowa County was completed by the contractor, Bechtel Brothers, on August 11, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,453.21 will be released to the contractor after acceptance by the Commission. The total contract amount is $48,580.92 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible]
11-7-52

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1952

Section Wallowa Lake Camping Area

Kind of work Grading & Building

Highway Wallowa Lake Secondary

Section prefix 32-3306

Contractor Bechtol Bros.

Contract number 3540

Date of contract July 16, 1951

Date of completion Nov. 30, 1951

Date work started Aug. 8, 1951

Estimated date of completion Aug., 1952

Amount of contract $47,720.50

Per cent of time elapsed Overun %

Estimated cost of completed project, exclusive of engineering $47,720.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $3,200.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final turned over to Bridge Engineer, (Roy Kennen).

This - Our last weekly report.

NOTED
SMITH

RECEIVED
AUG 12 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address LaGrande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
JUN 1952
FOR FILING

June 6, 1952

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission, at its meeting held May 26, 1952, had under discussion your request for extensions of time on three contracts, as follows:

> Contract No. 3488, for constructing maintenance building at Flora in Wallowa County, from September 30, 1951 to August 31, 1952 which is an extension of 335 days.
>
> Contract No. 3529, for constructing maintenance employees' house at Flora Junction, an extension from October 31, 1951 to and including August 31, 1952 of 304 days.
>
> Contract No. 3540, for constructing Wallowa Lake Camping Area on the Joseph-Wallowa Lake Secondary Highway in Wallowa County, an extension of 213 days from November 30, 1951 to and including June 30, 1952.

I am pleased to inform you that the Highway Commission granted your request for these extensions of time without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: R. F. Chidsey,
Division Engineer

O. H. Kennen,
Resident Engineer

G. S. Paxson

NOTED ON CARD
6-6-52

RECEIVED
JUN 3 1952
FOR FILING

May 23, 1952

State Highway Commission

Request for extension of time
No. 8
May 26 and 27 meeting.

Gentlemen:

Re: Wallowa Lake Camping Area
Contract No. 3540

Bechtel Brothers, contractors on the Wallowa Lake Camping Area at Wallowa Lake, request an extension of time from November 30, 1951 to and including June 30, 1952, for the completion of the work on the project.

This job was to have been completed on November 30, 1951. The contract was let in the middle of July 1951, and, while the contractor pushed the work as much as he could be expected to, the weather conditions did not permit satisfactory finishing during the winter season.

It is recommended that the extension be granted without penalty to the contractor. This is a State Project, and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

RECEIVED
FOR FILING

32-2336

[illegible]

September 17, 1951

Bechtel Brothers, Contractors
Elgin,
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3540, which was awarded to you on July 16, 1951 by the State Highway Commission covering the Wallowa Lake Camping Area Project on the Joseph-Wallowa Lake Secondary Highway in Wallowa County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

[illegible]

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JUL 1[illegible] 1951
FOR FILING

[illegible]

[illegible]

July 18, 1951

Bechtel Bros.
Elgin
Oregon

Gentlemen:

The State Highway Commission on July 16, 1951, awarded you Contract No. 3540 for constructing 0.66 mil roadway, standard latrine, standard utility building, 10 trailer parking areas, 47 camp sites, plumbing, lighting and other miscellaneous work in Wallowa Lake Park Overnight Camping Area in Wallowa County. This award was based on your low bid of $47,720.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
APR 9 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
State Highway Engineer
J. M. DEVERS
Chief Counsel
M. H. HAWKE
Auditor
H. B. GLAISYER
Secretary

April 6, 1951

Mr. Charles H. Reynolds
Oregon State Highway Commissioner
P. O. Box 898
La Grande, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Reynolds:

Reference is made to your letter of April 3rd relating to the overnight camping facilities which we plan on contracting at Wallowa Lake. You enclosed a letter from Mr. L. P. Clark, President of the Enterprise Chamber of Commerce, asking whether or not the facilities would be ready by July 4th, and also stating that they were in accord with our program.

It is indeed pleasing to have this letter from the Chamber of Commerce, and, inasmuch as we always expect some adverse reaction to such developments, we are pleased that they are with us on the project.

The plan for the overnight camping area is ready; however, the matter of preparing for advertising at the main office has been slow on account of a great mass of projects to prepare and so we were not able to get it advertised for this meeting. I hope that we will be able to do this at the next. The completion time, however, will be sometime after July 4th, possibly September 1st.

Very truly yours,

C. H. Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:jec
cc: Ben R. Chandler
M. K. McIver
H. B. Glaisyer

FOR FILING

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
State Highway Engineer

Salem, Oregon
March 12, 1951

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I am handing you herewith the specifications relative to the overnight camping area at Wallowa Lake.

It is proposed that this be advertised for letting at the next Commission Meeting. If you approve will you please forward this on to the proper parties.

Very truly yours,

C H Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:jec

LING

FORM E-30 25M 5-50 40300

1a-10
2/26

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1951

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

I am attaching herewith a general plan of layout of the proposed overnight camping areas at both Wallowa Lake and Silver Falls together with an estimate of cost. This is for your information as requested at the Commission meeting on Monday, February 26th.

Very truly yours,

C H Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:jec
Attach. (4)

STATE PARKS DEPARTMENT

2/20/51

ESTIMATE OF COST

WALLOWA LAKE OVERNIGHT CAMP AREA

Fed corr mtg
Park matters

	Unit	Quantity	Unit Price	Cost
Latrine	only	1	4,000.00	4,000.00
Combination Latrine & Washroom	"	1	7,000.00	7,000.00
Registration Booth	"	1	400.00	400.00
Tables	"	47	30.00	1,410.00
Stoves - Electric	"	10	120.00	1,200.00
Stoves - Wood	"	27	25.00	675.00
Paths	Lin.Ft.	1500	1.00	1,500.00
Clearing	M-Sq.Ft.	150	20.00	3,000.00
Grading	Cu.Yds	3800	1.25	4,750.00
Surfacing	" "	910	3.80	3,458.00
Preparation of Base	Mi.	0.66	150.00	99.00
Furn. & Place Aggregate	Cu.Yds	300	5.00	1,500.00
" " " Asphalt	Tons	25	75.00	1,875.00
33" x 36" Conc. Septic Tanks	Each	10	30.00	300.00
Trench Excavation	Cu.Yds	25	3.00	75.00
Gravel Back Fill	" "	4	4.00	16.00
Concrete	" "	2	75.00	150.00
12" Culvert Pipe Conc.	Lin.Ft.	75	2.60	195.00
4" V. C. Tile	" "	100	.65	65.00
4" Ag. "	" "	60	.40	24.00
2" Strainer	Each	10	2.00	20.00
2" C. I.P. Traps	"	10	3.00	30.00
3/4" Faucets	"	34	5.00	170.00
2" G.I. Pipe	Lin.Ft.	400	1.25	500.00
1½" " "	" "	80	.90	72.00
1" " "	" "	2600	.60	1,560.00
3/4" " "	" "	200	.45	90.00
½" " "	" "	100	.38	38.00
2" Gate Valves	Each	3	25.00	75.00
1½" " "	"	3	20.00	60.00
1" " "	"	9	10.00	90.00
Misc. Fittings (Tees, Ells, Etc.)	All		500.00	500.00
Overhead Wire	Lin.Ft.	2350	.06	141.00
Parkway Cable	" "	1500	.10	150.00
Trenching	Lin.Ft.	1500	.25	375.00
Poles	Each	5	35.00	175.00
Transformers	"	6	30.00	180.00
Waterproof-fused outlet boxes	"	10	10.00	100.00
Shelters - stove	"	10	100.00	1,000.00
				$37,018.00
Plus 10%				3,782.00
				$40,800.00

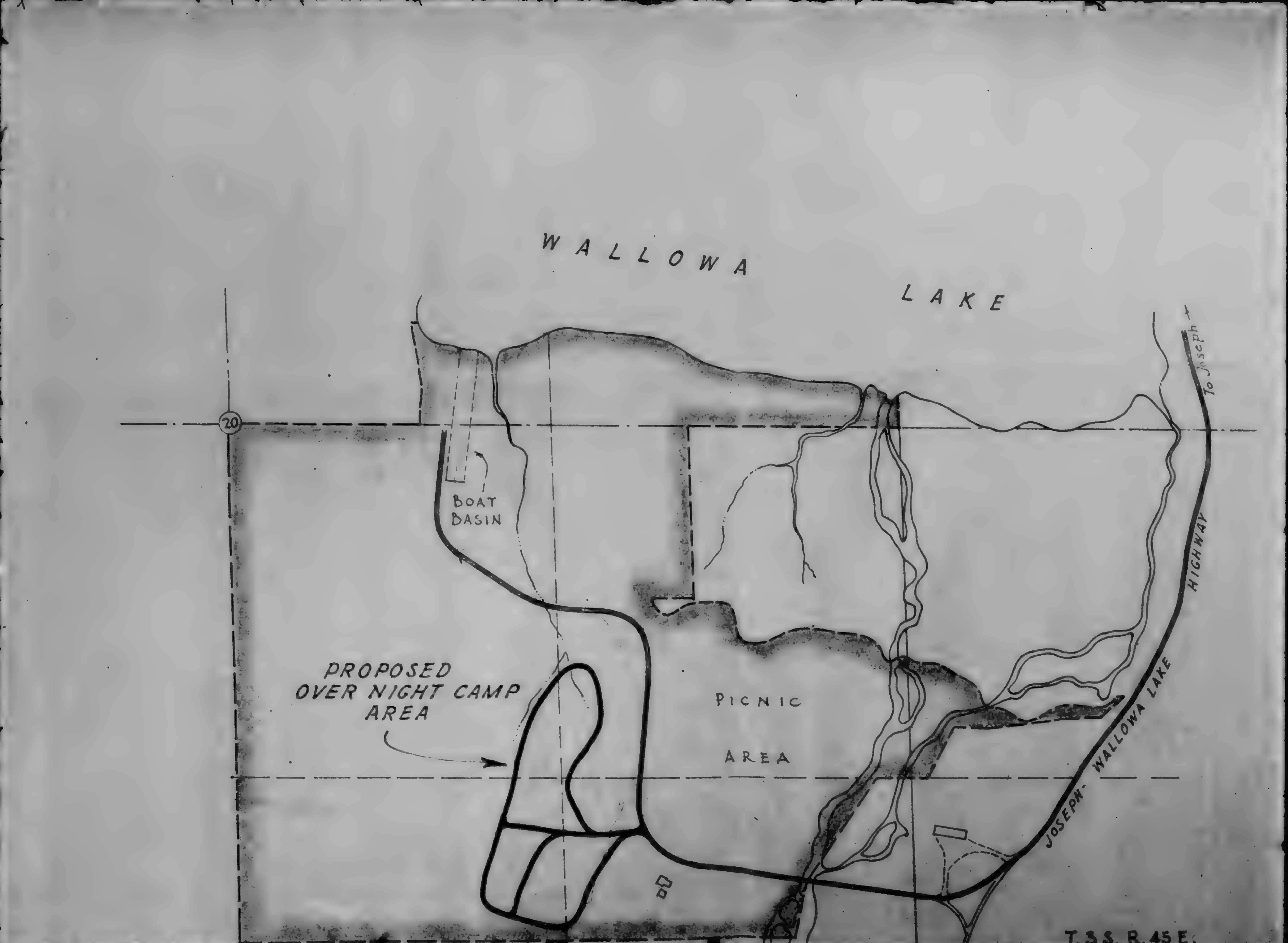
2/20/51

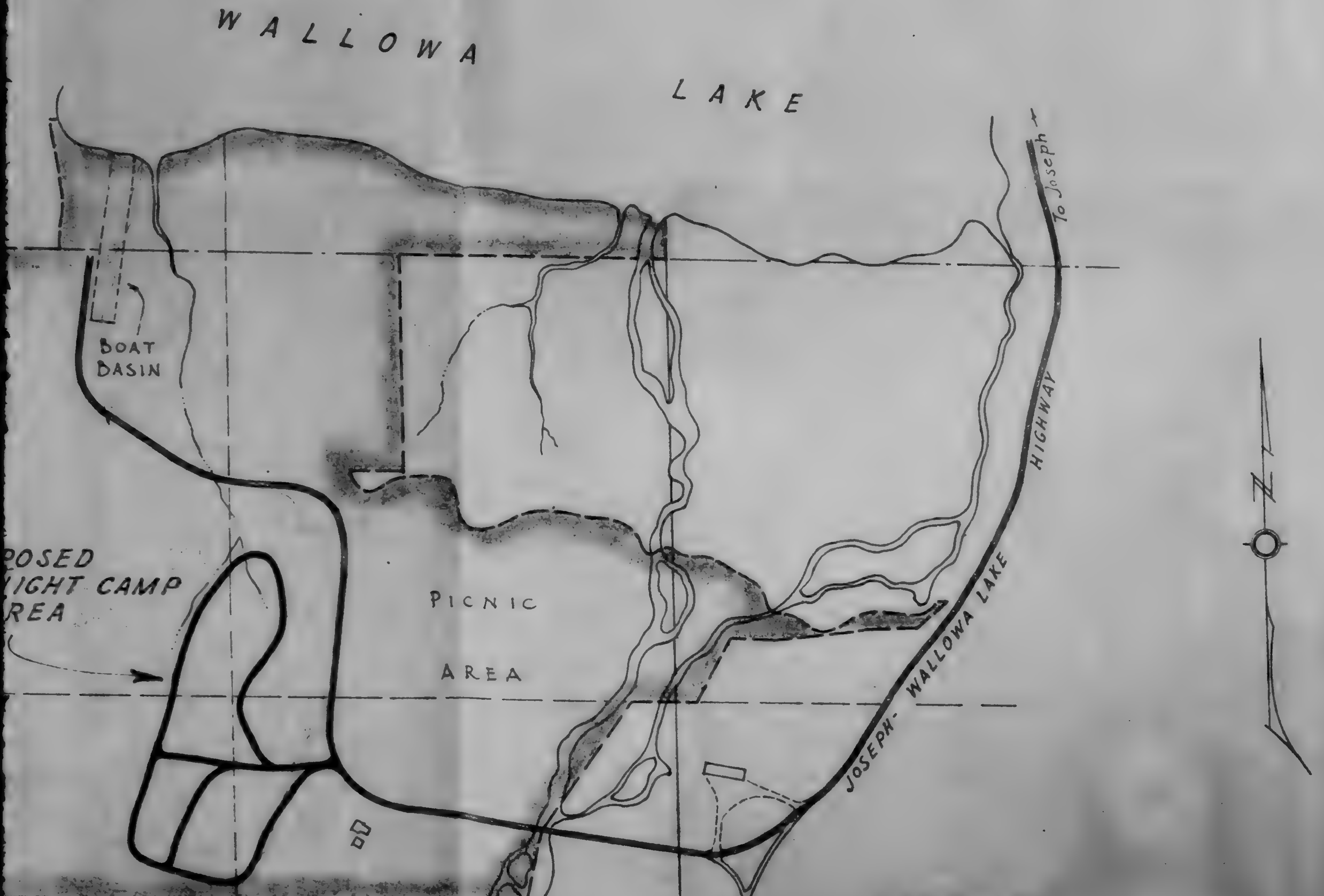
STATE PARKS DEPARTMENT

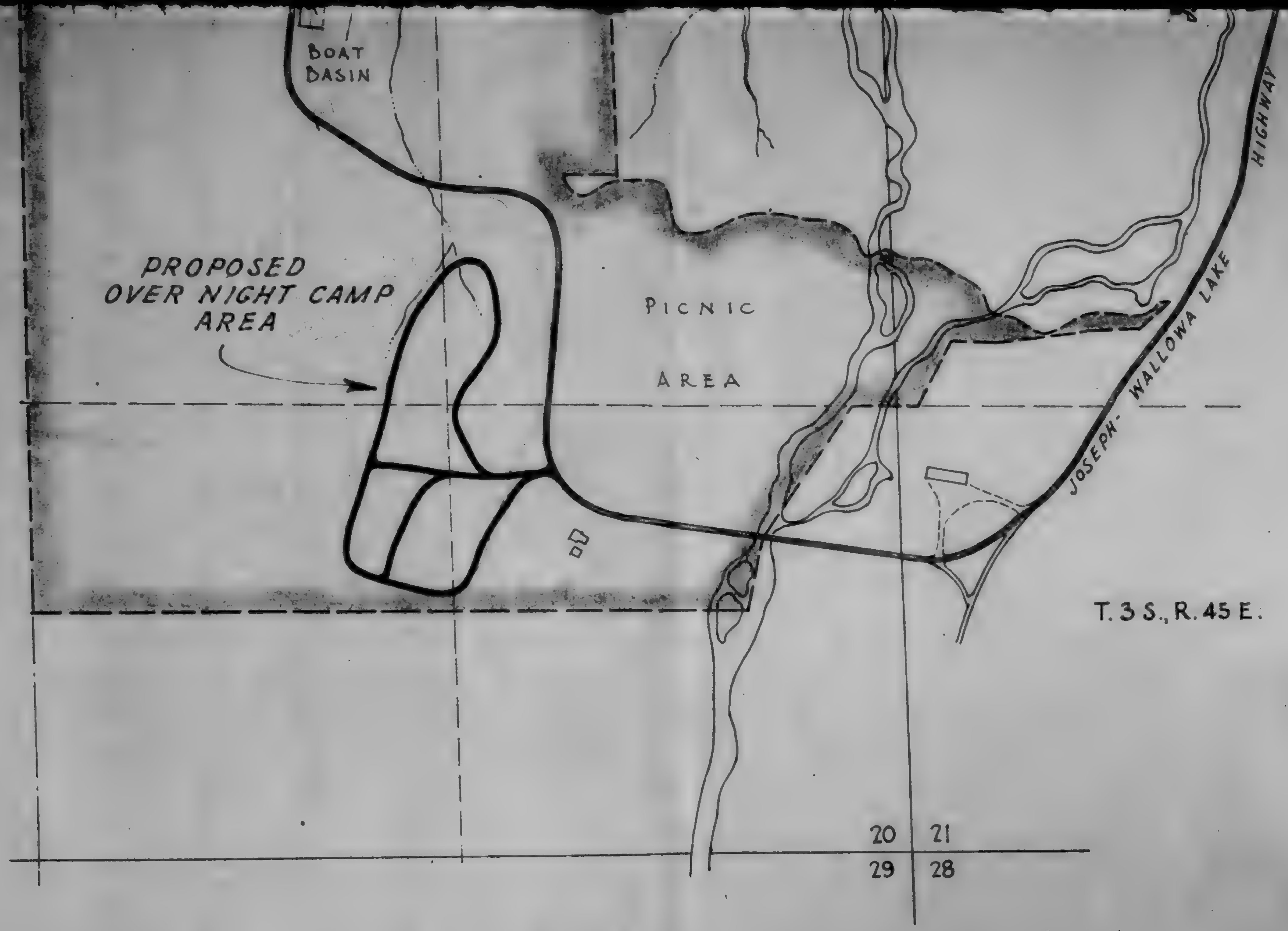
ESTIMATE OF COST

WALLOWA LAKE OVERNIGHT CAMP AREA

	Unit	Quantity	Unit Price	Cost
Latrine	only	1	4,000.00	4,000.00
Combination Latrine & Washroom	"	1	7,000.00	7,000.00
Registration Booth	"	1	400.00	400.00
Tables	"	47	30.00	1,410.00
Stoves - Electric	"	10	120.00	1,200.00
Stoves - Wood	"	27	25.00	675.00
Paths	Lin.Ft.	1500	1.00	1,500.00
Clearing	M-Sq.Ft.	150	20.00	3,000.00
Grading	Cu.Yds	3800	1.25	4,750.0
Surfacing	" "	910	3.80	3,458.0
Preparation of Base	Mi.	0.66	150.00	99.0
Furn. & Place Aggregate	Cu.Yds	300	5.00	1,500.0
" " " Asphalt	Tons	25	75.00	1,875.0
37" x 36" Conc. Septic Tanks	Each	10	30.00	300.0
Trench Excavation	Cu.Yds	25	3.00	75.0
Gravel Back Fill	" "	4	4.00	16.0
Concrete	" "	2	75.00	150.0
12" Culvert Pipe Conc.	Lin.Ft.	75	2.60	195.0
4" V. C. Tile	" "	100	.65	65.0
4" Ag. "	" "	60	.40	24.0
2" Strainer	Each	10	2.00	20.0
2" C. I.P. Traps	"	10	3.00	30.0
3/4" Faucets	"	34	5.00	170.0
2" G.I. Pipe	Lin.Ft.	400	1.25	500.0
1½" " "	" "	80	.90	72.00
1" " "	" "	2600	.60	1,560.00
3/4"" "	" "	200	.45	90.00
½" " "	" "	100	.38	38.00
2" Gate Valves	Each	3	25.00	75.00
1½" " "	"	3	20.00	60.00
1" " "	"	9	10.00	90.00
Misc. Fittings (Tees, Ells, Etc.)	All		500.00	500.00
Overhead Wire	Lin.Ft.	2350	.06	141.00
Parkway Cable	" "	1500	.10	150.00
Trenching	Lin.Ft.	1500	.25	375.00
Poles	Each	5	35.00	175.0
Transformers	"	6	30.00	180.00
Waterproof-fused outlet boxes	"	10	10.00	100.00
Shelters - stove	"	10	100.00	1,000.00
				$37,018.00
Plus 10%				3,782.00
				$40,800.00

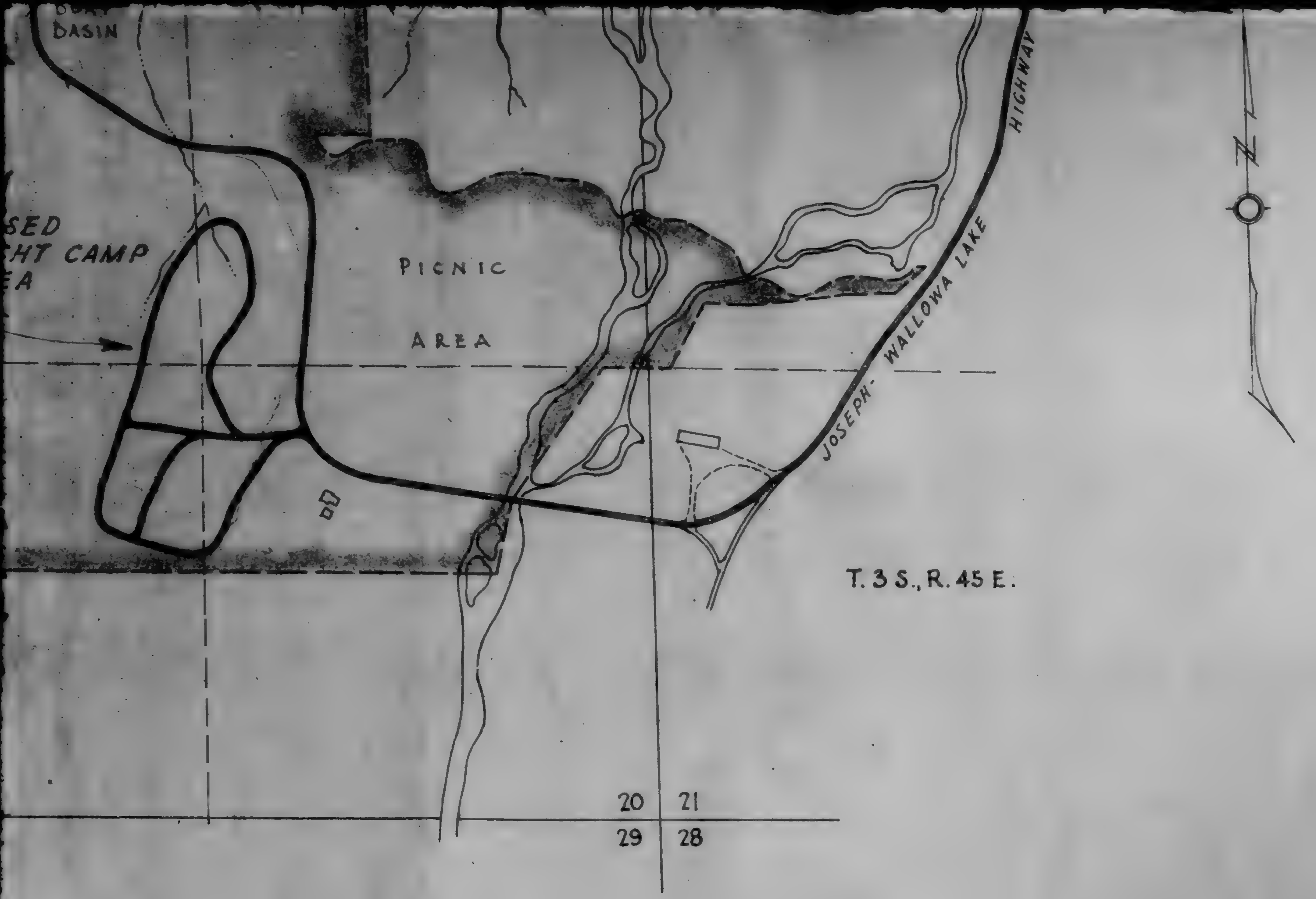

WALLOWA LAKE
20
BOAT BASIN
PROPOSED OVER NIGHT CAMP AREA
PICNIC AREA
JOSEPH-WALLOWA LAKE HIGHWAY
To Joseph
T.3S., R.45E.


WALLOWA LAKE
BOAT BASIN
POSED
IGHT CAMP
REA
PICNIC AREA
JOSEPH-WALLOWA LAKE HIGHWAY
To Joseph
N
T.3S., R.45E.



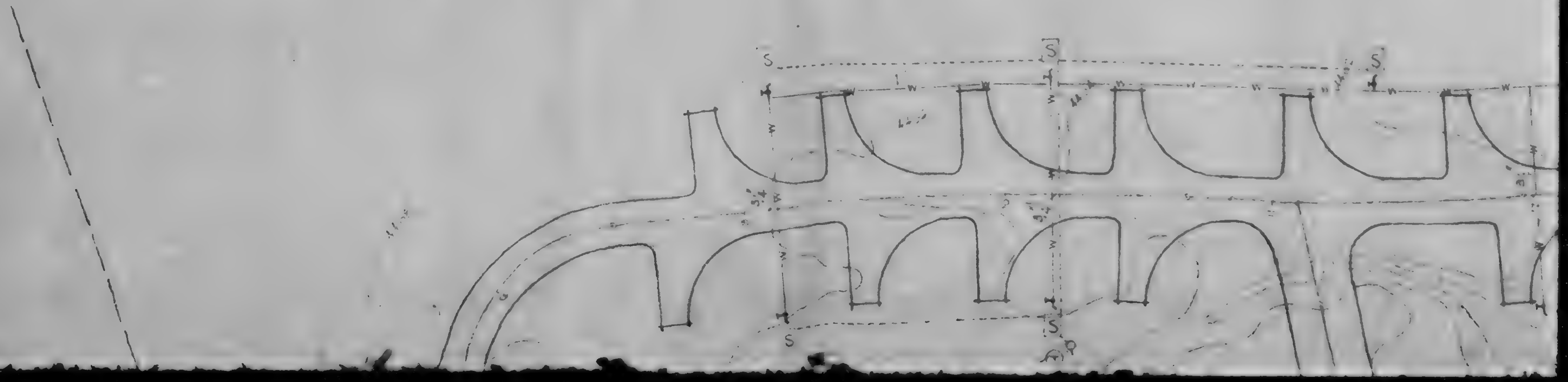
Sketch Map

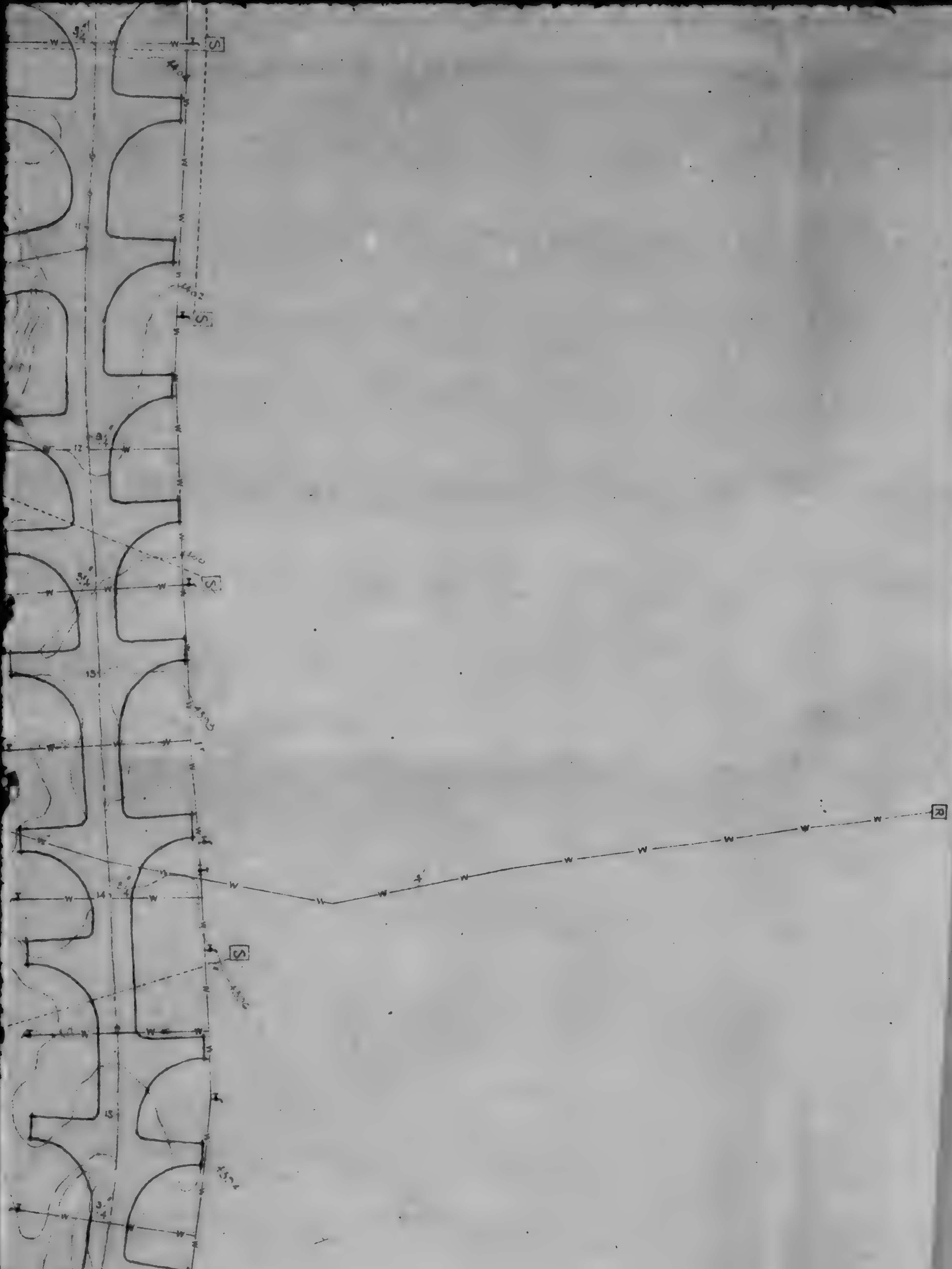
Scale: 1"= 400'



Sketch Map

Scale: 1"-400'


S
S
S
W
W
W
W
3'4"
3'4"
S
S



S
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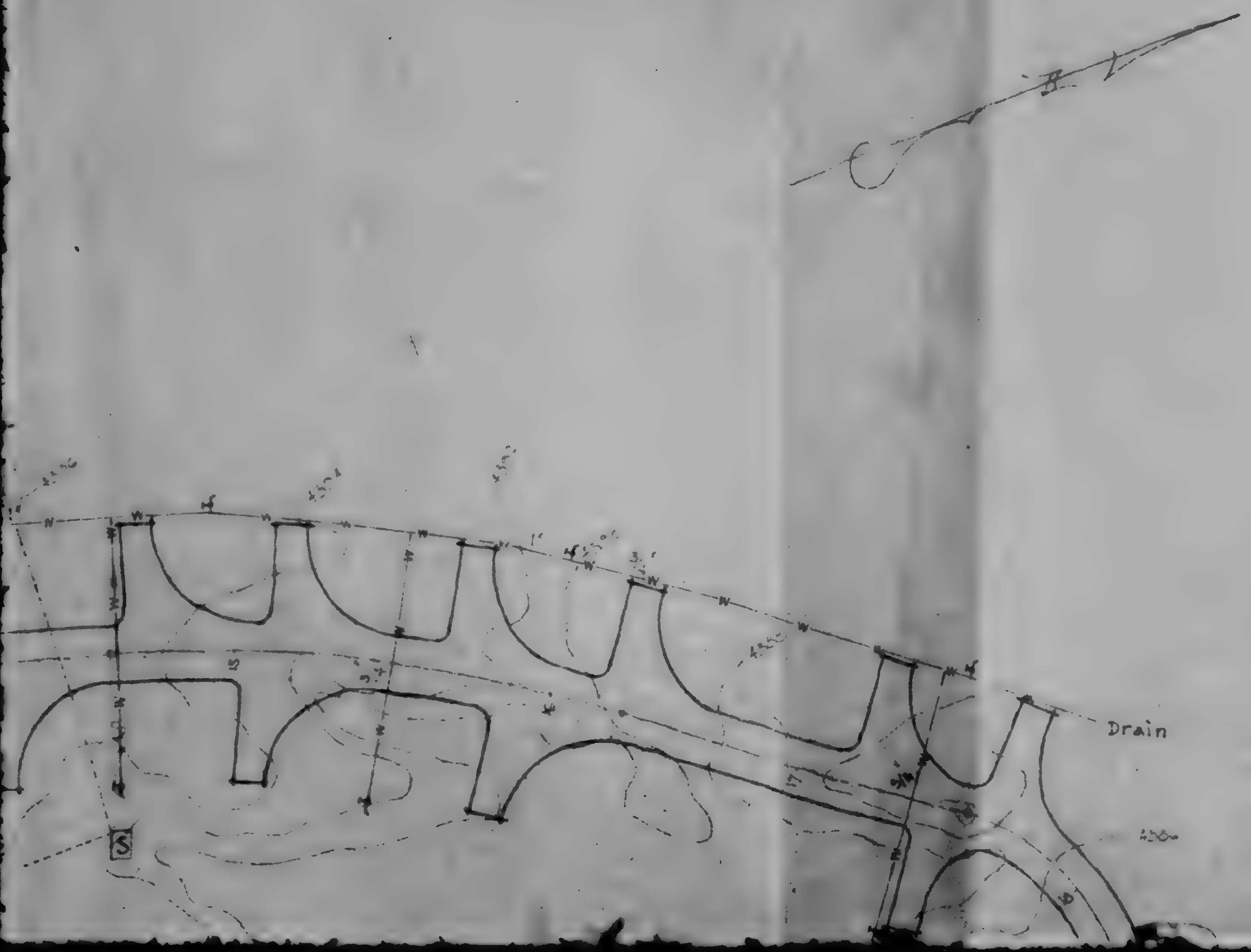
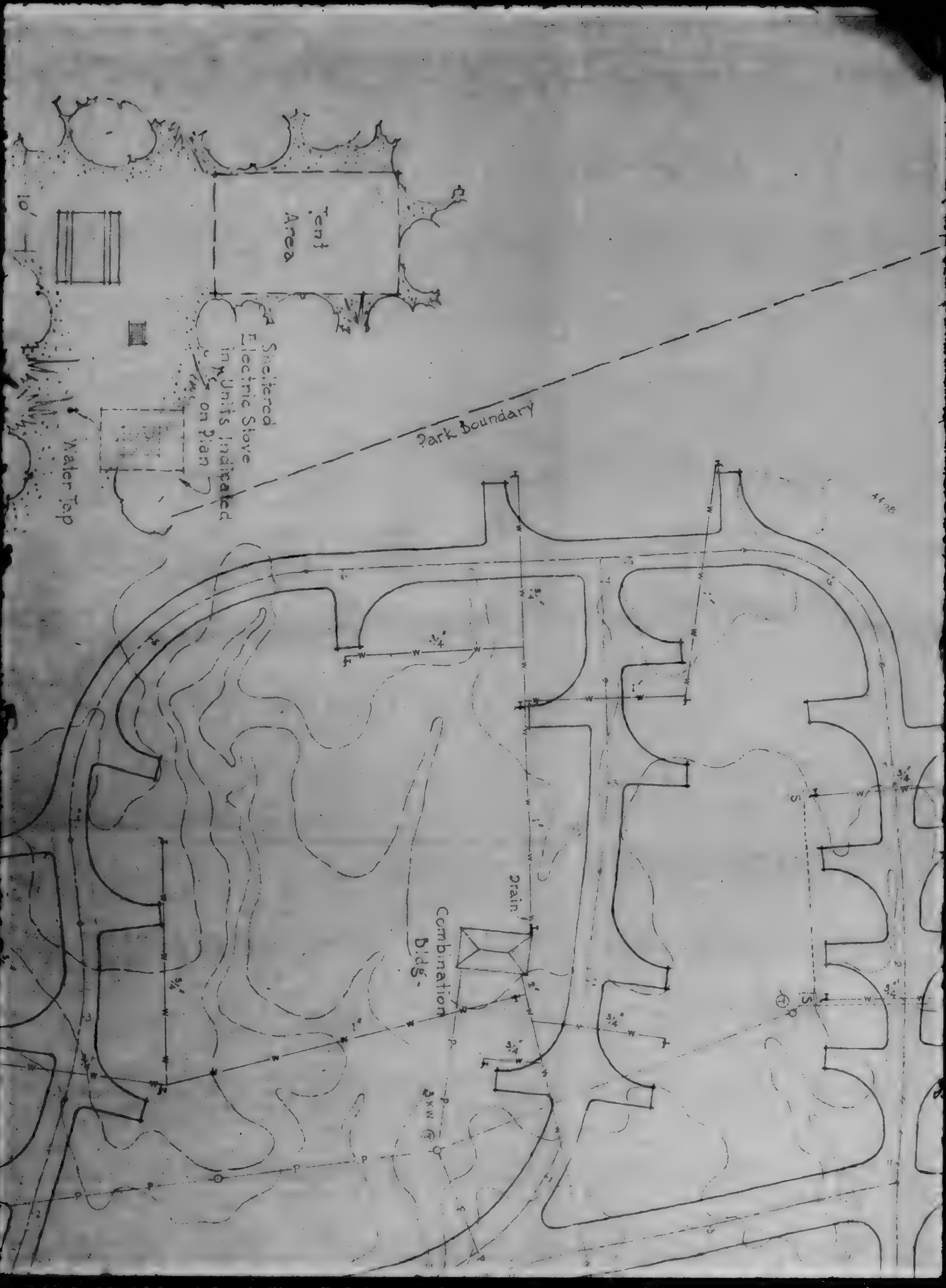
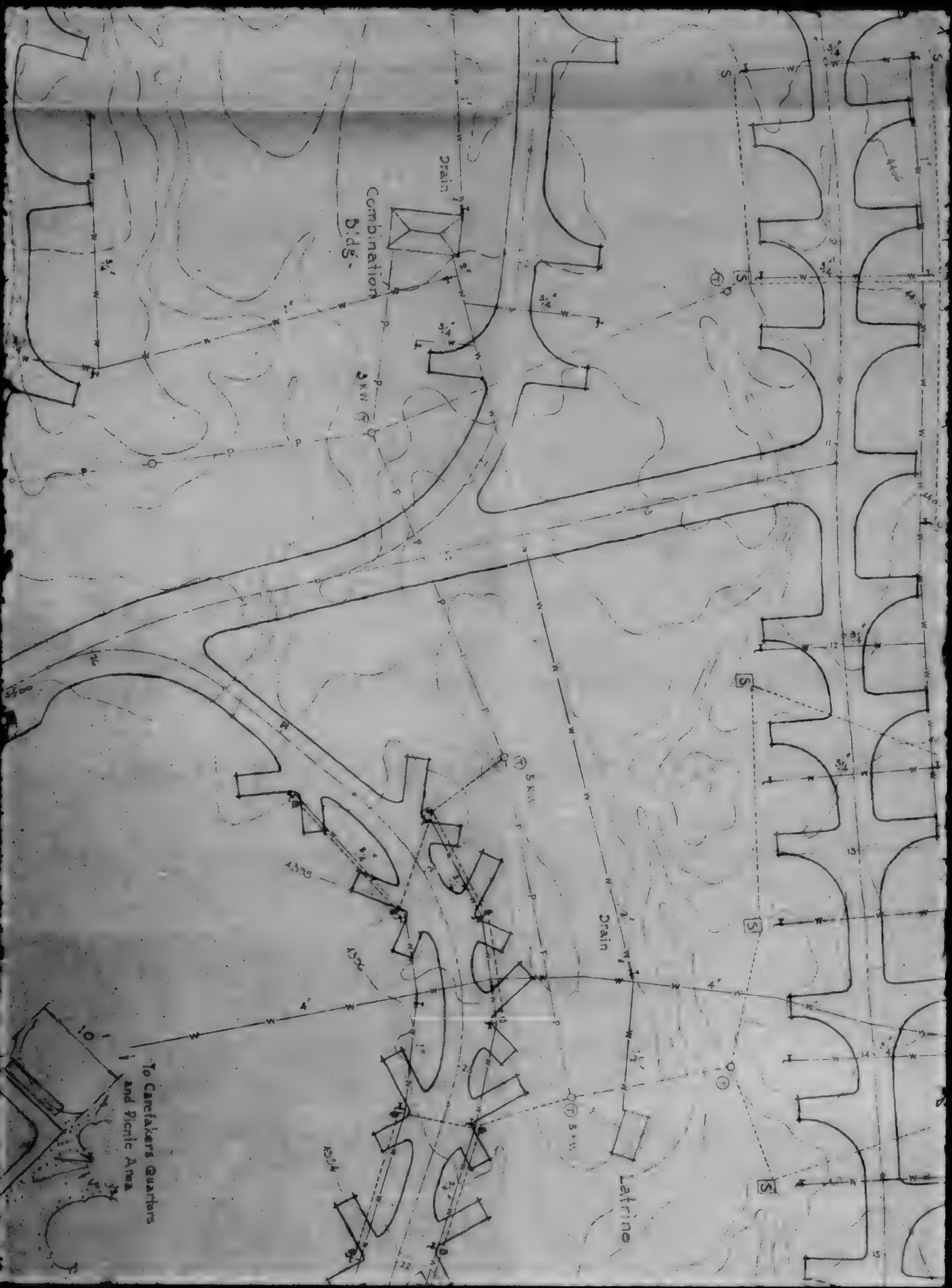
S
R
W
11
12
13
14
15


S
Drain


Tent Area
10'
Sheltered Electric Stove Units Indicated on Plan
Water Tap
Park Boundary
Drain
Combination Bldg.
3/4"
2"
1"
3KW


Drain
Combination Bldg.
3 KW
3 KW
Drain
Latrine
To Caretakers Quarters and Picnic Area
4"
3/4"
1"
1/2"
S
S
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T
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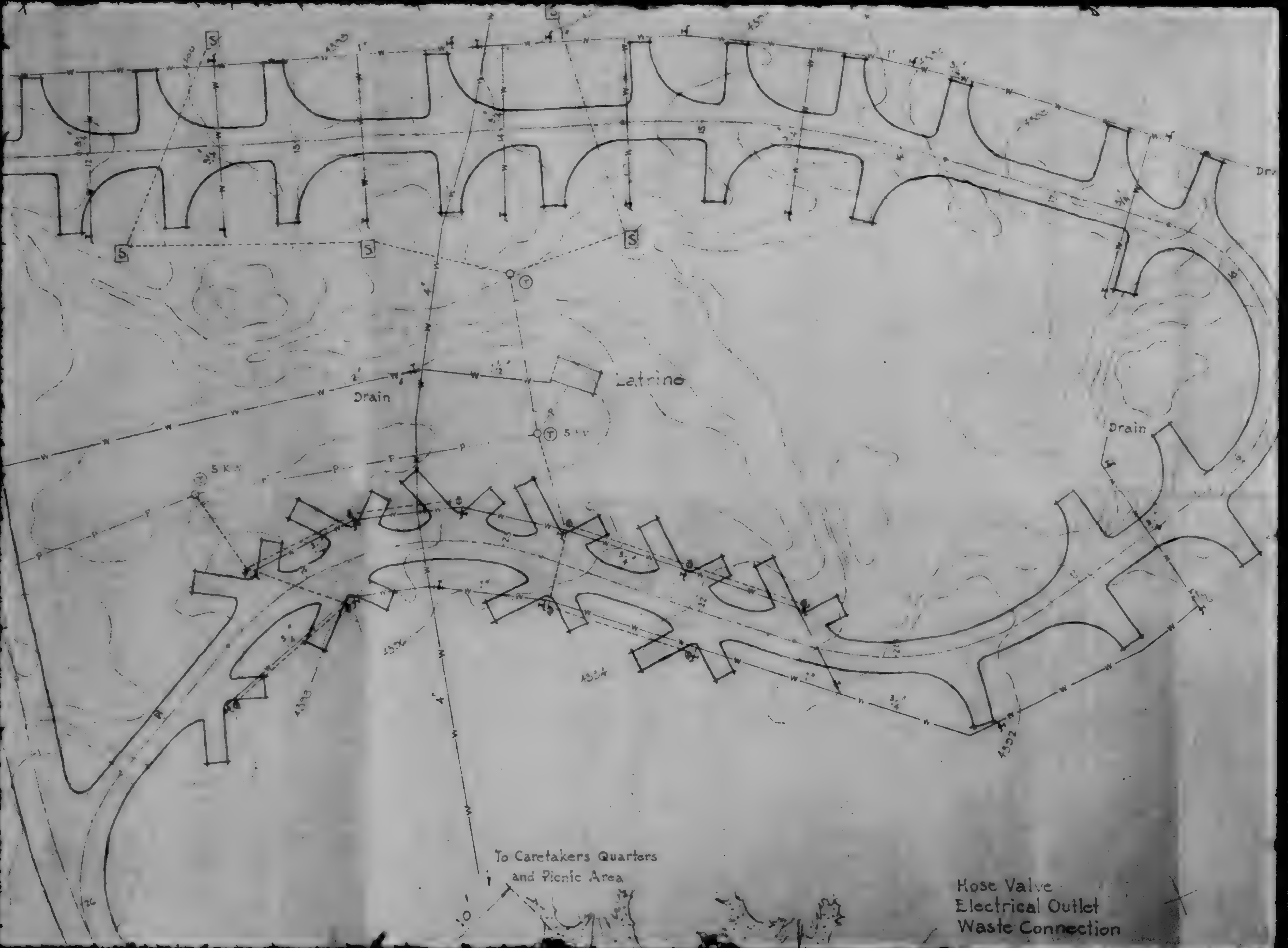
Latrine
Drain
Drain
Dr
S
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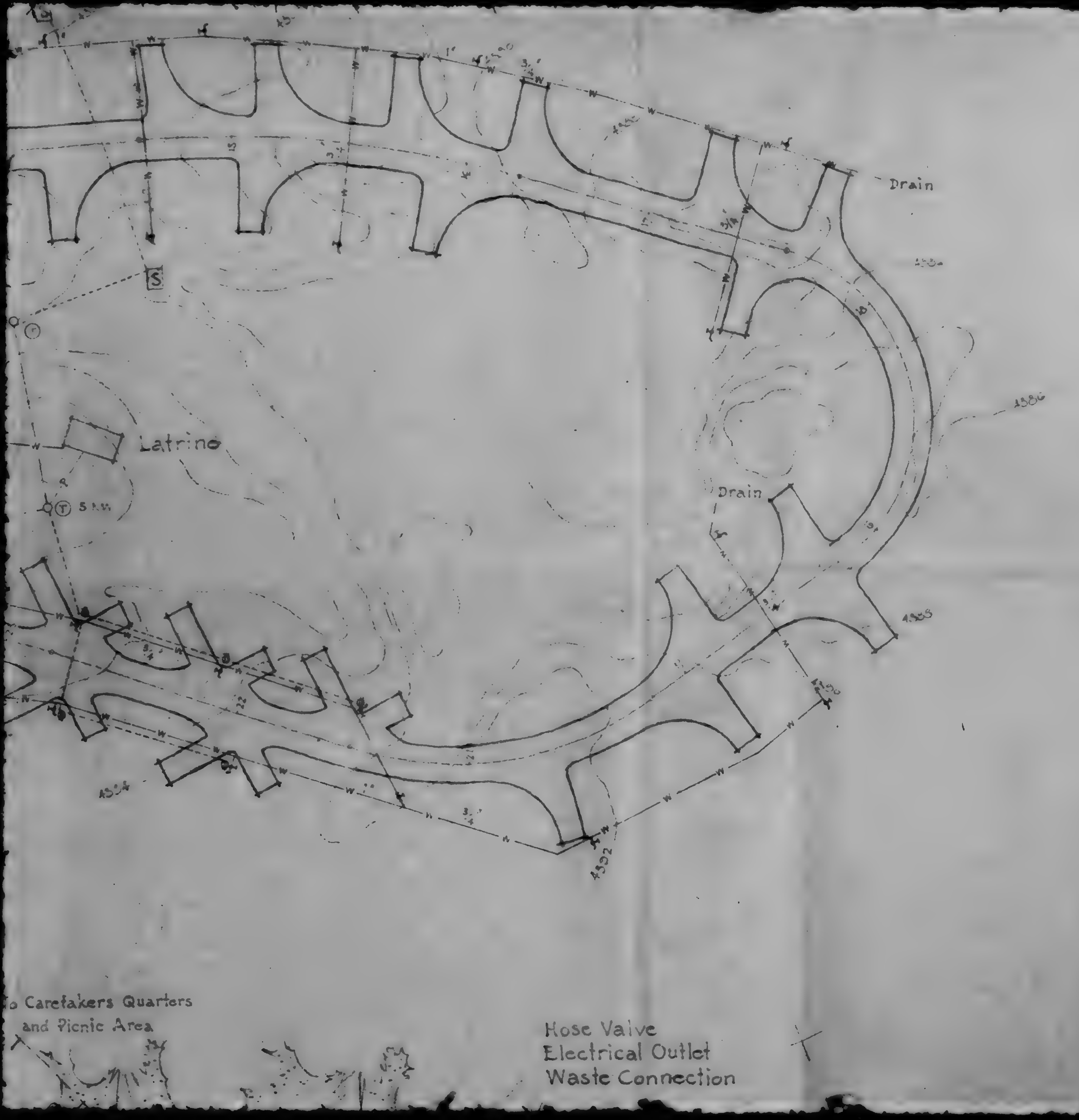
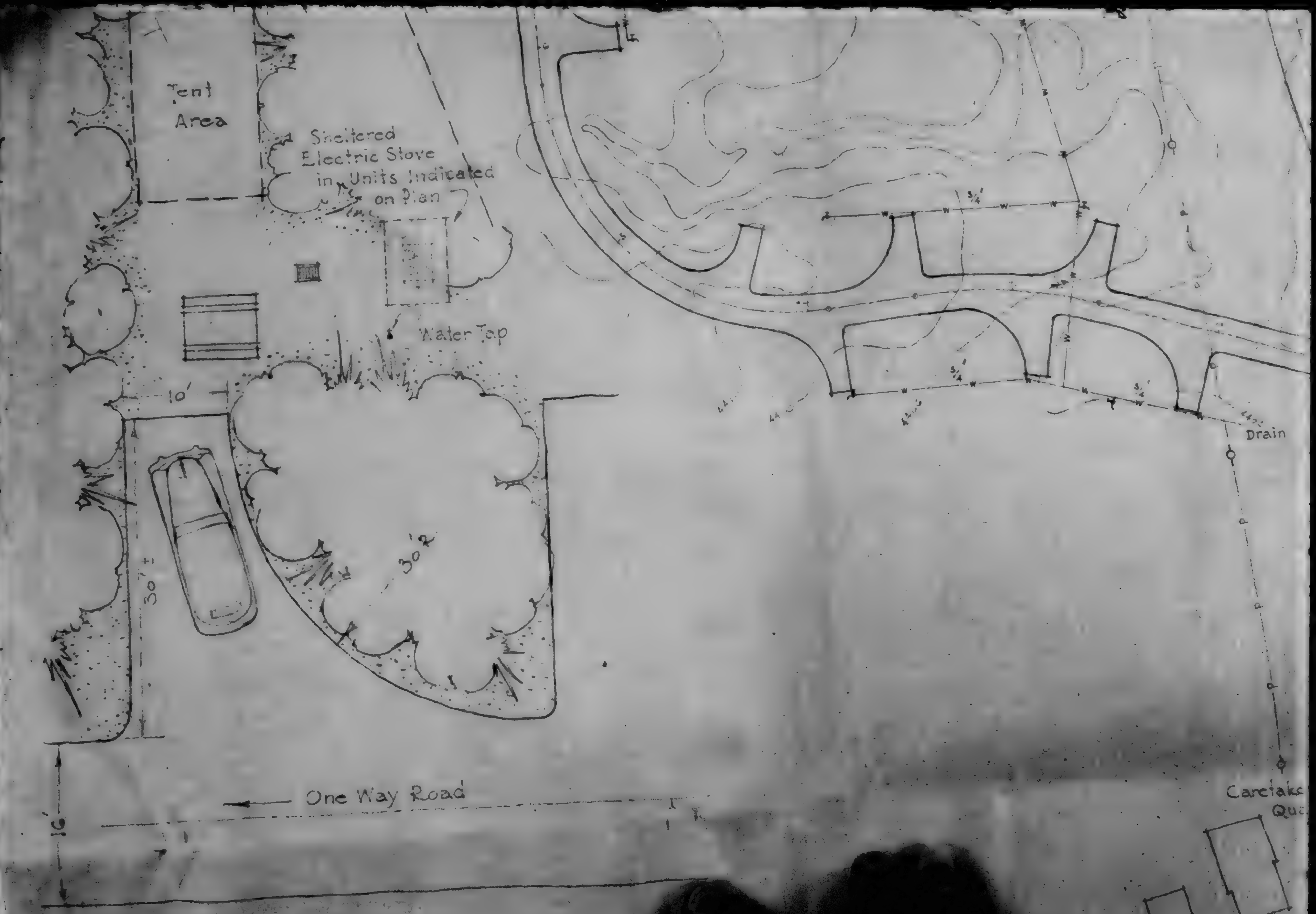
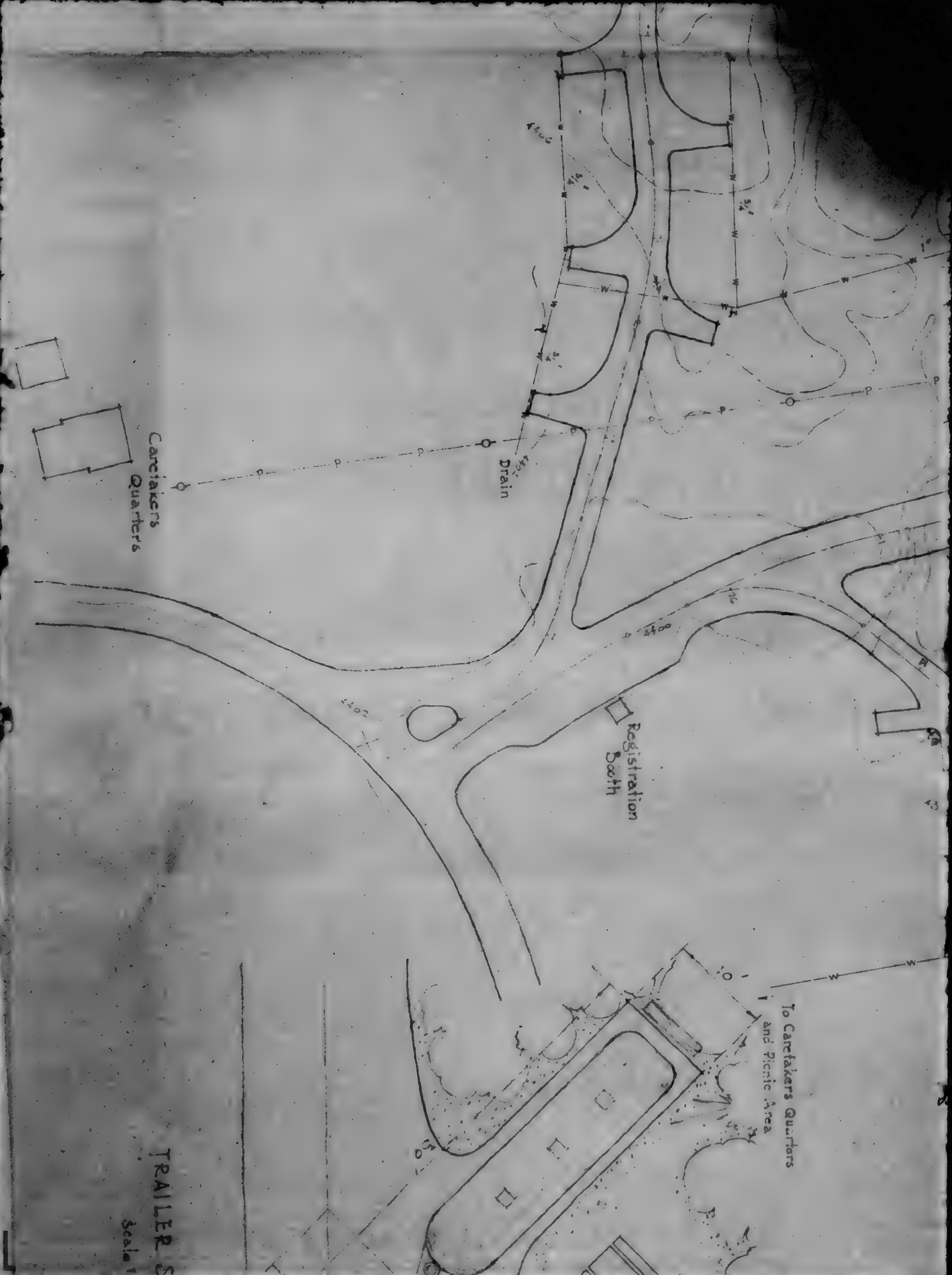
S
S
T
T 5 K.V.
T 5 K.W.
4"
2"
1"
3/4"
1 1/2"
4393
4392
4394
4396
4395
To Caretakers Quarters
and Picnic Area
Hose Valve
Electrical Outlet
Waste Connection

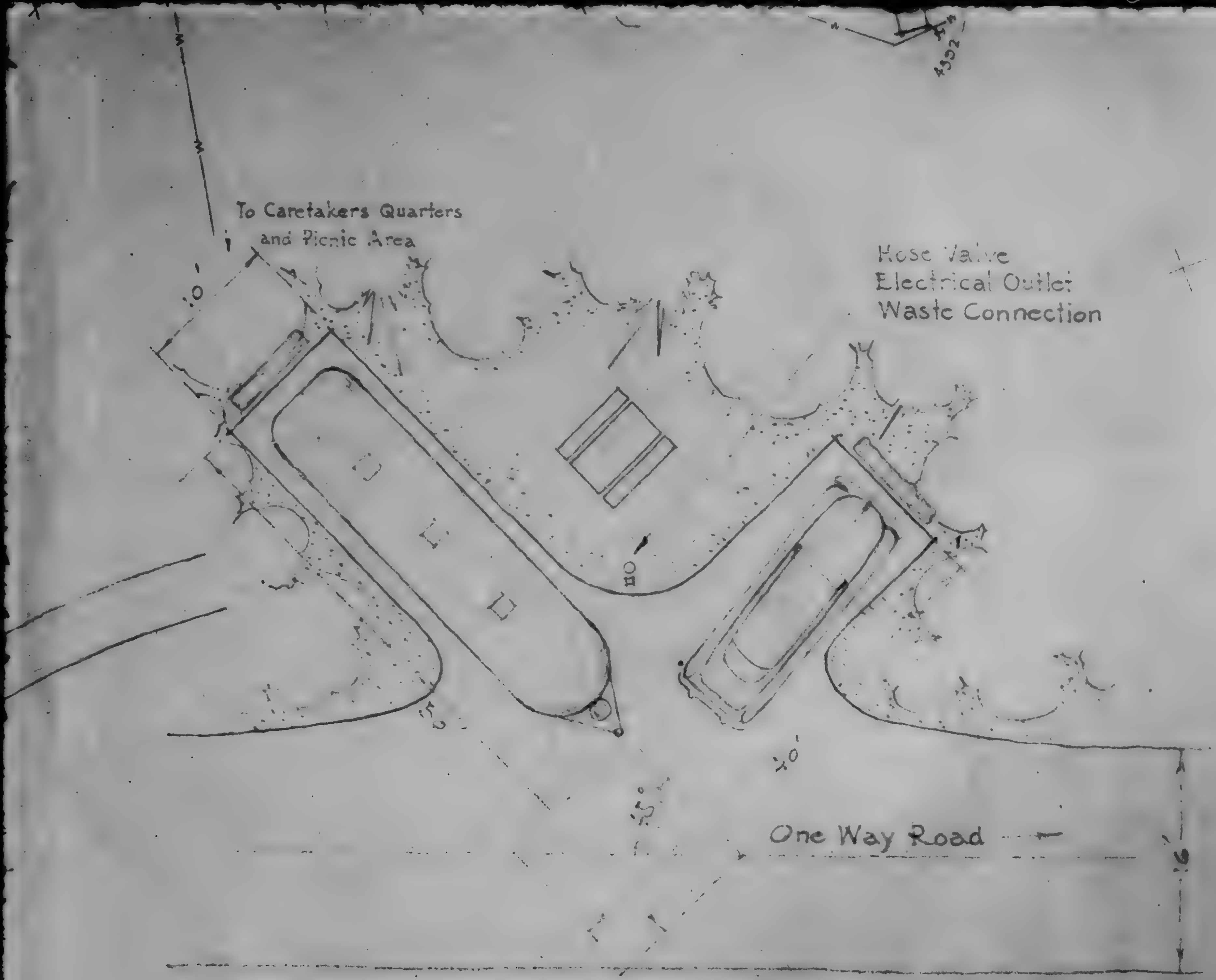

Drain
S
Latrine
T
S.M.
Drain
4388
4392
4394
4386
4390
22
21
Hose Valve
Electrical Outlet
Waste Connection
o Caretakers Quarters
and Picnic Area



CAMPSITE DETAIL

Scale: 1" = 10'


Caretakers Quarters
Drain
Registration Booth
To Caretakers Quarters and Picnic Area
2406
2400
2402
TRAILER S
Scale



TRAILER STALL DETAIL
Scale: 1"=10'

WALLOWA LAKE
OVER NIGHT CAMP AREA

SCALE: 1"=50' - FEB.14, 1951

F-175(8) Bridge Creek Sec., Ochoco 1951
Hwy., West of Mitchell
#3541

R

RECEIVED

FOR FILING

F-195-([illegible])

[illegible]

December 12, 1952

Loyd Calkins Company
Ocean Lake
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 151 days, from January 15 to June 14, 1952, within which to complete your contract No. 3541 covering the Bridge Creek Section of the Ochoco Highway in Wheeler County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

A. W. Bates,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

F-175 (3)

3541

R

December 9, 1952

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 3541 for work performed on the Bridge Creek Section of the Ochoco Highway in Wheeler County was completed by the contractor, Loyd Calkins Company, on June 14 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $1,976.90 will be released to the contractor on or after December 19, 1952. The total contract amount is $65,896.55, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington St.
Portland, Oregon

NOTED ON CARD

12-2-52 g

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NOV 21 1952
FOR FILING

R

F-175(8)

3541

November 19, 1952

Request for extension of time
No. 16
November 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Loyd Calkins & Co. for an extension of time on Contract No. 3541, Bridge Creek Section of the Ochoco Highway, from January 15, 1952 to June 14, 1952.

Difficulty in securing steel for the bridge structure forced the contractor into unanticipated winter weather. Because of the extremely cold winter, he could not satisfactorily handle the concrete work on the bridge which resulted in the holdup of the grading at the bridge ends.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS lg

RECEIVED
NOV 14 1952
FOR FILING

F-175(8)

3541

R

November 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3541, Bridge Creek Section of the Ochoco Highway, Ore. F-175 (8), from January 15th, 1952 to June 14th, 1952, to Loyd Calkins & Co., contractor.

Difficulty in securing steel for the bridge structure forced the contractor into unanticipated winter weather. Because of the extremely cold winter, he could not satisfactorily handle the concrete work on the bridge, and the grading of the bridge ends necessarily was help up.

I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
OCT 21 1952
FOR FILING

F 195(5)

3541

October 16, 1952

Loyd Calkins & Co.
Oceanlake
Oregon

Attention: Mr. Loyd Calkins

Gentlemen:

Reference is made to your letter of October 10, 1952, regarding final estimate on Contract No. 3541, Bridge Creek Section of the Ochoco Highway in Wheeler County.

Complications introduced by non-completion of work within the specified time limit are delaying acceptance of the contract by the Highway Commission. We anticipate that acceptance will be made at a meeting to be held by the Commission about November 25, and that the final pay voucher will be issued to you immediately thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

LOYD CALKINS & COMPANY
GENERAL CONTRACTORS
OCEANLAKE, OREGON
PHONE DELAKE 2621

LOYD CALKINS
HOME PHONE DELAKE 3365

HARRY JEFFERIES
HOME PHONE DELAKE 2376

October 10, 1952

[illegible]

Oregon State Highway Department
Accounting Division
Salem, Oregon

Gentlemen:

We are writing to find out when we may expect to receive the Final Estimate on State Highway Contract #3541 -- Bridge Creek Section of the Ochoco Highway in Wheeler County? Contract of Loyd Calkins & Company, Oceanlake, Oregon.

Very truly yours,

LOYD CALKINS & COMPANY

By Loyd Calkins

Cont Completed 6-14-52
Specification Completion Date 11-15-51

RECEIVED
AUG 19 1952
FOR FILING

3541

August 7, 1952

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Loyd Calkins Company on Contract No. 3541, covering grading and surfacing work and construction of a bridge on the Bridge Creek Section of the Ochoco Highway in Wheeler County. This payment, in the amount of $6,542.24, will be made on or after August 17, 1952. The retained percentage is $1,976.90.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Durham and Bates
901 S. W. Washington Street
Portland, Oregon

NOTED ON CARD

RECEIVED
[illegible]
FOR FILING

3541

June 30, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 14, 1952 on Contract No. 3541, Bridge Creek Section, in connection with Federal Aid Project No. F-175 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1952

Section Bridge Creek

Kind of work Grading, Surfacing and Bridge

Highway Ochoco

Section prefix 35-1013

Contractor Loyd Calkins Co.

Contract number 3541

Date of contract July 16, 1951, 1951

Date of completion November 15, 1951

Date work started July 24, 1951

Estimated date of completion June 21, 1952

Amount of contract . . . . $ 70,845.45

Per cent of time elapsed 278 %

Estimated cost of completed project, exclusive of engineering . . . . $ 71,888.92

Per cent of contract completed, based on total contract price . . . . 93 %

Engineering cost to date $ 5,305.18, 91 %

Date project was completed June 21, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor was straightening up shoulders,etc. and maintaining the roadway this week.

NOTED
H. G. SMITH

RECEIVED
JUN 23 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Alfred M. Bates

Address Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39	0.27			
Miles partially completed					
Miles completed	0.39	0.27			
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1....., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Partly Cloudy		
Thursday	Partly Cloudy		
Friday	Rain		
Saturday	Partly Cloudy		

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Loyd Calkins Company
Ocean Lake
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 61 days, from November 15, 1951 to January 15, 1952, within which to complete your contract No. 3541 covering the Bridge Creek section of the Ochoco Highway in Wheeler County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

Alfred W. Bates,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
1-14-52 gl

RECEIVED
DEC [illegible] 1951
FOR FILING

2-14-(1)

December 14, 1951

Request for extension of time
No. 20
December 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Loyd Calkins and Company for an extension of time on Contract No. 3541, Bridge Creek Section of the Ochoco Highway, from November 15, 1951 to January 15, 1952.

Due to priorities, the contractor experienced considerable difficulty in getting metal culvert pipe and also reinforcing steel for the bridge which is a major portion of the contract.

Since these delays were not the fault of the contractor, I would recommend that the extension be granted without penalty. Mr. C. G. Polk, Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

EAP:sh bl

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7 175 (?)

3541

November 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3541, Bridge Creek Section of the Ochoco Highway, Ore. F-175 (5), from November 15th, 1951 to January 15th, 1952, to Loyd Calkins & Co., contractors.

The contractor has experienced considerable difficulty in getting the metal culvert pipe and reinforcing steel for the bridge structure.

Since these delays are no fault of the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

Form PR 2 (Revised 1946)

State Oregon

Project No. F-175(8)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of March, 1951, a program, which was approved on the 10 day of April, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of June, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-five thousand and 00/100 dollars ($45,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 519+30 and survey station 537+00, all in the west 1/2, Section 21, T-11-S, R-21-E, W.M., without exception, length 0.297 miles, in Wheeler County, being Oregon Federal Aid project No. F-175(8), consisting of 0.274 miles of roadway and one bridge of more than 20 feet clear span, 0.023 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **forty-five thousand and 00/100** dollars ($**45,000.00**), which does not exceed the authorized Federal pro rata share of **seventy-three thousand six hundred eighty-two and 40/100** dollars ($**73,682.40**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,
By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

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FORM E-30X 25M 11-50 44702

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OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 14, 1951

SUBJECT:

To:
Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall St.
Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

A subcontract between Loyd Calkins and the VaDare Construction Company on Contract No. 3541, Bridge Creek Section of the Ochoco Highway, Ore. F-175 (8), and covering Items 13 to 17 inclusive, is approved, and you may so advise the interested parties.

Three copies of the subcontract are being returned for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin a Pease

Edwin A. Pease
Construction Office Engineer

Encls.

EAP:sb

cc W. C. Williams
C. G. Polk

RECEIVED
OCT [illegible] 1951
FOR FILING

71-17[illegible]

October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau Of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Bridge Creek Section, Project No. F-175 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:cw

Encl.

Oregon State Highway Department

Federal Aid Project No. F-175 (8)

BRIDGE CREEK SECTION OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 2015
Roadway (Sta. 519+30 to 537+00)

All Required		Clearing and Grubbing (70%)		$ 4,200.00
24	cu. yds.	Trench Excavation, Unclassified	$ 6.00	144.00
23,000	cu. yds.	General Excavation, Unclassified	1.00	23,000.00
25,000	yd. stas.	Short Overhaul	0.03	750.00
70	C-yd. stas.	Long Overhaul	1.00	70.00
0.27	mile	Finishing Roadbed and Slopes	2,000.00	540.00
170	lin. ft.	24-inch Corrugated Metal Pipe	8.00	1,360.00
2,400	cu. yds.	Pit-run Talus in Base	1.00	2,400.00
460	cu. yds.	Hauling and Placing Crushed Material in Base and Shoulders	1.50	690.00
3.5	tons	Calcium Chloride	240.00	840.00
90	M-gal.	Sprinkling	5.00	450.00
			Subtotal	$34,444.00
			10% Engr. & Cont.	3,444.40
			Total	$37,888.40

Type Code X021
Bridge (Sta. 526+51 to 527+70)

All Required		Shoring, Cribbing, Etc.		$ 4,250.00
470	cu. yds.	Structural Excavation	$ 5.00	2,350.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
270	cu. yds.	Class "A" Concrete	70.00	18,900.00
53,000	lbs.	Metal Reinforcement	0.13	6,890.00
			Subtotal	$32,540.00
			10% Engr. & Cont.	3,254.00
			Total	$35,794.00

Length of Roadway	0.274 mile
Length of Bridge	0.023 mile
Total Length	0.297 mile
Cost per mile, Roadway	$138,278.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$37,888.40	$23,140.00	$14,748.40
Bridge	35,794.00	21,860.00	13,934.00
	$73,682.40	$45,000.00	$28,682.40

STATE FURNISHED MATERIALS (NONPARTICIPATING)

460 cu. yds.	Crushed Rock in Stockpile	$ 2.65	$ 1,219.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

June 25, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Bridge Creek Section Project No. F-175 (8).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. W. Stiffler
Assistant State Highway Engineer

DWP:plc

Oregon State Highway Department Federal Aid Project No. F-175 (8)

BRIDGE CREEK SECTION OF THE
OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 22, 1951

Type Code 2015
Roadway (Sta. 519+30 to 537+00)

All Required		Clearing and Grubbing (70%)		$ 700.00
24	cu. yds.	Trench Excavation, Unclassified	$ 4.00	96.00
23,000	cu. yds.	General Excavation, Unclassified	1.30	29,900.00
25,000	yd. stas.	Short Overhaul	0.03	750.00
70	C-yd. stas.	Long Overhaul	0.50	35.00
0.27	mile	Finishing Roadbed and Slopes	800.00	216.00
170	lin. ft.	24-inch Corrugated Metal Pipe	6.00	1,020.00
2,400	cu. yds.	Pit-run Talus in Base	1.00	2,400.00
460	cu. yds.	Hauling and Placing Crushed Material in Base and Shoulders	1.50	690.00
3.5	tons	Calcium Chloride	200.00	700.00
90	M-gal.	Sprinkling	3.00	270.00
			Subtotal	$36,777.00
			10% Engr. & Cont.	3,677.70
			Total	$40,454.70

Type Code X021
Bridge (Sta. 526+51 to 527+70)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
470	cu. yds.	Structural Excavation	$ 7.50	3,525.00
10	cu. yds.	Structural Excavation Below Elevations Shown	7.50	75.00
270	cu. yds.	Class "A" Concrete	65.00	17,550.00
53,000	lbs.	Metal Reinforcement	0.125	6,625.00
			Subtotal	$32,775.00
			10% Engr. & Cont.	3,277.50
			Total	$36,052.50

Length of Roadway	0.274 mile
Length of Bridge	0.023 mile
Total Length	0.297 mile
Cost per mile, Roadway	$147,644.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$40,454.70	$24,852.00	$15,602.70
Bridge	36,052.50	22,148.00	13,904.50
	$76,507.20	$47,000.00	$29,507.20

STATE FURNISHED MATERIALS (NON-PARTICIPATING)

460	cu. yds.	Crushed Rock in Stockpile	$ 2.65	$ 1,219.00

BRIDGE CREEK SECTION

PROJECT NO. F-175 (8)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 25, 1951

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FOR FILING

F-175(2)
3541

August 22, 1951

Loyd Calkins Company
Ocean Lake
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3541, which was awarded to you on July 16, 1951 by the State Highway Commission, for grading, surfacing and bridge construction on the Bridge Creek Section of the Ochoco Highway in Wheeler County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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F-175 (2)

2541

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August 16, 1951

Loyd Calkins Company
General Contractors
Oceanlake, Oregon

Gentlemen:

In answer to your inquiry of August 9, please be advised that we have made application to the Bureau of Public Roads for priority assistance in obtaining the metal reinforcing needed for your Bridge Creek Section contract. We expect an answer to this application within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

CAG/ds

cc G. S. Paxson
C. A. Gardner

ASSIGNMENT

No. 5[illegible]
By RHB

August 13, 1951

Description: **Letter 8-9-51 from Loyd Calkins & Company asking information re priority for steel for Cont. No. 3541.**

Acknowledged by _____ Referred to ___**PAXSON**________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxPlease prepare for ____**R.H.B.'s**__________ signature

Assignment executed 8-16-51 Report received ________
h.

Remarks:

LOYD CALKINS & COMPANY
GENERAL CONTRACTORS
OCEANLAKE, OREGON
PHONE DELAKE 3621

August 9, 1951

LOYD CALKINS
HOME PHONE DELAKE 3365

HARRY JEFFERIES
HOME PHONE DELAKE 3376

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Can you give us any information as to how a priority number for steel is obtained in respect to our State contract No. 3541, covering the Bridge Creek section of the Ochoco Highway near Mitchell, Oregon?

Very truly yours,

Loyd Calkins & Co.

by Clarice Morris
bookkeeper

BY SECRETARY

REFERRED TO
[illegible]
By State Highway Engineer

Please prepare answer for me.

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July 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 24, 1951, on Contract No. 3541, Bridge Creek Section, in connection with Federal Aid Project No. F-175 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

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7-195(7)

3541

July 18, 1951

Loyd Calkins
Ocean Lake
Oregon

Dear Mr. Calkins:

The State Highway Commission on July 16, 1951, awarded you Contract No. 3541 for 0.39 mile of grading, 0.27 mile rock surfacing, and construction of 119-foot concrete bridge on the Bridge Creek Section of the Ochoco Highway in Wheeler County. This award was based on your low bid of $70,845.00 submitted on that date

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert
G. S. Paxon

RECEIVED
OREGON DISTRICT
FOR FILING

F-175(8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. F-175(8), Bridge Creek Section of the Ochoco Highway, to Loyd Calkins and Company of Ocean Lake, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

F-175 (8)

3541

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-175(8), Bridge
Creek Section, Ochoco Highway,
Authorization to commence construction

Dear Sir:

Your application on subject project dated June 29, 1951 was received in this office on July 2, 1951.

The project consists of replacing a narrow timber bridge of inadequate capacity and with right angle turns on the approaches with a reinforced concrete structure suitable for the amount and type of traffic now using this section of the Ochoco Highway. The percentage of log and lumber trucks using this section is greatly in excess of that normally experienced on other main highways in the State. The approaches, also to be built under this contract, will eliminate the hazards inherent in the present facility.

The quantity of steel required is 28.7 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

Copy to
Mr. Probert
Mr. Parson
7.6.51

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GON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

Fed

June 29, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project F-175(8), Bridge Creek Section of the Ochoco Highway have today been recommended for approval subject to such changes as may be required by the Division Office. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C. G. Folk
C. G. FOLK
Acting District Engineer

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F-175(8)

April 18, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of April 11, concerning width of rock shoulders for the Bridge Creek Project, F-175 (8), on the Ochoco Highway in Wheeler County.

We find that by widening the roadbed from 34 feet to 36 feet, the shoulder width can be increased to 4 feet with 2.7:1 side slopes or to 3.5 feet with 3:1 side slopes.

In accordance with your expressed preference, the 36-foot roadbed with 3.5-foot shoulders will be used.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

cc Mr. H. G. Smith
Mr. W. E. Chandler

Bridge Creek Section
Ochoco Hwy.

Comparative Costs.

Present Design – 22' Oil – 2½' shldrs. – 34' S.G. – 3:1 Slopes. – $83,800

BPR. Recommended – 22' Oil – 4' shldrs. – 38' S.G. – 3½:1 Slopes – $87,800

Probable Permissible – 22' Oil – 4' shldrs – 36' S.G. – 2.7:1 Slopes – 86,100

4/12/51
OW

Forest Project – Ochoco Hwy. 3' shoulders
Forest Bndry. – Johns Ranch (FA). 4' "

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing preliminary plans for Project F-175(8), Bridge Creek Section of the Ochoco Highway, we note the project is located on revised alignment and that the typical section provides for 22' pavement with 2-1/2' shoulders.

As present traffic includes a large percentage of heavy truck units, the shoulders do not appear sufficiently wide to provide adequate lateral stability for the pavement. In order to provide additional lateral stability as well as to conform with minimum AASHO standards for roads of this category, it is suggested that consideration be given to increasing shoulders widths to 4 feet.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

OK 4' Shoulder
WCW.

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F-175(8)

[illegible] 41

June 25, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Bridge Creek Section of the Ochoco Highway, Project F-175 (8), which project contemplates the construction of a bridge and the grading and surfacing of 0.36 mile of approach connections.

With the view of avoiding excessive cost in the surfacing of the approach connections, the surfacing to be constructed at this time is planned to be of temporary nature consisting of ten inches of talus rock topped with two inches of ½" - 0" crusher reject materials which we have available in the vicinity.

Your permission to furnish this reject material (about 550 yards) to the contractor without charge, and without federal reimbursement, is requested.

The temporary surfacing mentioned will be replaced with surfacing of permanent type in 1953 when the whole of the Jones Ranch-Mitchell Section is to be regraded and surfaced.

In order to improve the effectiveness of the topping or wearing surface of ½" - 0" materials, we propose to bind those materials with approximately four tons of calcium chloride at a cost of about $200 per ton. We assume that you will have no objection to the use of calcium chloride in this manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

3-3416 Timberline Junction Houses 1941
and Sand Storage Shed

#3542

RECEIVED
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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3542	6 Final	McKel, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11677	R 44359	$2,871.88	July 9, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. B. Hen
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: extended to 7-1-52 without penalty

Completion Date: June 6, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED

FOR FILING

June 23, 1952

United Pacific Insurance Co.
Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3542 for construction of employees' houses and sand storage shed at Timberline Junction in Clackamas County was completed by the contractor, McKel, Inc. on June 6, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,871.88 will be released to the contractor after acceptance of this contract by the Commission. The total contract amount is $67,770.52, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

6-23-52, g

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MAR [illegible] 1952
FOR FILING

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[illegible]

March 18, 1952

McKel, Inc.
6537 S. W. 45th Avenue
Portland 19, Oregon

Gentlemen:

Re: Timberline Junction
Maintenance Employees' Houses
and Sand Storage Shed

In view of the fact that you have completed the work on your contract number 3542 for the Timberline Junction Maintenance Employees Houses and Sand Storage Shed except for the painting of the roof of the sand storage shed and, further, that the State has taken possession of these buildings and is using them, the State will assume responsibility for damage to these structures by fire, and you may cancel your fire insurance on them.

This authorization in no way modifies any other term of this contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson
Marshall Dresser
C. E. Maison

RECEIVED
1952
FOR FILING

FORM E-90 25M 6-51 49713

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1952

SUBJECT: Timberline Junction Houses
and Sand Storage Shed

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The contractor on this project, McKel, Inc., has completed all of the work except the painting of the sand storage shed, which has been ordered deferred until suitable weather in the spring. Our forces have taken possession of the houses and of the sand shed. We cannot final out the contract until the painting is complete, and the contractor has been carrying fire insurance on the buildings. The contractor asks that, in view of our having taken possession, he be relieved of this insurance. I would recommend that this request be approved and that fire insurance on these buildings be carried by the State.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:gm

cc C. W. Parker

RECEIVED
[illegible] 1952
FOR FILING

February 14, 1952

McKel, Inc.
6537 S. W. 45th Ave.
Portland 19, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 180 days, from December 31, 1951 to and including July 1, 1952, within which to complete your contract No. 3542 for construction of employees' houses and sand storage shed at Timberline Junction in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-14-52 gl

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 28, 1951

Mr. William E. Stevenson
Administrator of Procurement and Services Division
State Capitol Building
Salem, Oregon

Dear Sir:

We have recently completed construction of a sand storage shed and maintenance employee's houses at Timberline Junction on the Mt. Hood Highway at a cost of $59,663.37. These buildings will be included on our detail list for restoration fund purposes which will be submitted shortly.

In the meantime, will you kindly place these buildings under restoration fund.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C.H. Maison

C. H. Maison, Manager
Accounting Division

CHM:wm

cc: W. C. Williams ✓
G. S. Paxson

RECEIVED
JAN [illegible] 1952
FOR FILING

2-341

January 16, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14
Washington

Gentlemen:

It is the intention of the State Highway Commission to release to McNel, Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3542, covering construction of employees' houses and sand storage shed at Timberline Junction in Clackamas County.

This payment, which is in the amount of $8,002.02, reduces the retained percentage to 3% of the total amount earned by the contractor or the sum of $2,007.17. The present payment will be released on or after January 26, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

RECEIVED
JAN 11 1952
FOR FILING

January 4, 1952

State Highway Commission

Request for extension of time
No. 2
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Timberline Junction Maintenance
Employees' Houses and Sand
Storage Shed, Contract 3742,
McKel, Inc., Contractor

Herewith copy of a request from McKel, Inc., contractors for the construction of the maintenance employees' houses and sand storage shed at Timberline Junction, for an extension of time from December 31, 1951 to and including July 1, 1952.

This project is complete with the exception of the painting of the sand storage shed. The weather is not now suitable for painting, and we have directed the contractor to suspend his work until next spring. The facilities are in use by the State. We recommend that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED

FOR FILING
3-3416
FORM E-30 25M 11-50 44701
Copy showing approval 1-3-52

File

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1951

to Paxson

SUBJECT: Maintenance Employees' Houses
and Sand Storage Shed at
Timberline Junction
Contract No. 3542

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

McKel, Inc., contractors on the above project, have completed all work under the contract with the exception of a small amount of exterior painting on the sand storage shed. We have requested the contractors to postpone this painting until favorable weather next spring.

The contractor has requested that we release a part of his retained percentage. We propose to pay the contractor for all of the work under the contract except seven per cent of the bid price for the sand storage shed and in addition retaining three per cent of the contract amount. This will give us a sufficient retainer on the contract to assure completion of the work next spring. Such procedure is permissible under the terms of the contract provided we have the Engineer's approval. May we have your approval on this method of payment.

The specified completion date for work on the contract is December 31, 1951. All buildings are now being occupied by the department.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 1-3-52

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG/ds

RECEIVED
FOR FILING

3-3416
3542

August 6, 1951

McKel, Inc.
6537 S. W. 45th Ave.
Portland 19, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3542, which was awarded to you on July 17, 1951 by the State Highway Commission, for construction of maintenance employees' houses and sand storage shed at Timberline Junction in Clackamas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 19 1951
FOR FILIN

3-3416

3542

July 18, 1951

McKel, Inc.
6537 S. W. 45th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3542 for constructing four frame dwellings with garages attached and a frame sand storage shed at Timberline Junction on the Mt. Hood Highway in Clackamas County This award was based on your low bid of $[illegible]6, 328.00 submitted on that date

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S H Probert

RECEIVED
MAY 11 1951
FOR FILING

FORM E-30X 25M 8-50 42289

D- Stiffler

3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1951

SUBJECT: Timberline Junction Maintenance Station
Santiam Junction Sand Storage Shed

To:

Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

Herewith a plot map of the Timberline Junction Maintenance Headquarters, showing in red the proposed sand shed; in yellow, the proposed location of an office and dormitory building; and, in brown, tentative locations of four employee residences.

We have authority from the Highway Commission to proceed with the advertising of these buildings. The exact location on the ground may vary slightly from that shown; inasmuch as the present locations were established before the grading was completed. When the snow banks are gone, the buildings will be staked at the exact location desired to fit the ground as graded. We attach a copy of a preliminary study of facilities desired in the office and dormitory building. Inasmuch as the snow fall at Timberline Junction is heavy, we believe the residences should be constructed of the type recently contracted at Prospect. Garages should be provided for each of the residences.

We attach a detailed plan of the sand storage shed based on the use of piling instead of posts. Equipment operating in the sand shed at Odell Lake during night sanding operations bumped into the posts and pushed the building out of shape so that it required extensive repairs. We believe the use of piling will eliminate this difficulty.

We attach also plot plan of the Santiam Junction Maintenance Station and show thereon in red the proposed location of a sand shed to be constructed at this site also. The same type and size of sand shed is proposed for this location. Mr. Stiffler thought that we could call bids on the two sand sheds, permitting the bidder to quote on either one or the other of the sand sheds or both.

The office and dormitory and residences at Timberline Junction could well be let as one project.

Anticipating a shortage of aluminum roofing material, we purchased, through the Board of Control, aluminum roofing needed for both the Santiam Junction and Timberline Junction sand sheds and this material

file

is now in storage at Redmond and Government Camp. The purchase cost of the aluminum roofing was approximately $2,015.00 for each location. The preliminary estimate on the Timberline Junction buildings was as follows:

Four employee cottages and garages	$34,000
Dormitory, apartments, dining room, office and radio building, 34'x54'	39,000
Sand storage shed, 60'x144'	11,000

The sand storage shed at Santiam Junction is covered by an item of $10,000 in the Miscellaneous Properties Improvement Budget.

We have a portable pile driver at the Highway Shops which is suitable for driving the piling for the sand sheds. It could be provided that, should the contractor wish, the State can drive the piling for the contractor at cost. For both projects, the State will perform such clearing and rough grading as is necessary. There may be some fine grading in connection with basement construction which should be the responsibility of the contractor.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj
Encls.
cc W. W. Stiffler - Encls.

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1951

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

I am returning herewith Mr. DeFrance's letter and the plans for the sand sheds at Timberline Junction and Santiam Junction. Our only suggestion is that a collar be added in the peak of the roof to tie the rafters together. We have sketched this on in pencil on the attached sheet.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc I. A. DeFrance

[illegible] mtd Apr 26 I
Call Mr DeFrance

REFERRED TO
G. S. Paxson
By W. W. STIFFLER

FORM E-20 25M 11-50 44701 Your Recommendation Please

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1951

SUBJECT: Sand Storage Sheds - Timberline Jct. and Santiam Jct.

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith a print showing proposed construction details of the sand storage sheds to be constructed at Santiam Junction and Timberline Junction. This is an adaptation of Bridge Department Drawing 9136 used in the construction of sand sheds at Odell Lake and Meacham but which has been modified to show the use of piling instead of posts.

At Odell Lake there was some damage to the sand shed when equipment bumped the posts and we believe this difficulty can be remedied by the use of piling. We have also shown the structure as being constructed approximately five feet higher off the ground with a permanent embankment at the sides to increase the capacity of the sand shed some 40 percent.

Anticipating a shortage of aluminum roofing material, we purchased, through the Board of Control, the roofing material needed for both the Santiam Junction and Timberline Junction sand sheds and this material is now in storage at Redmond and Government Camp.

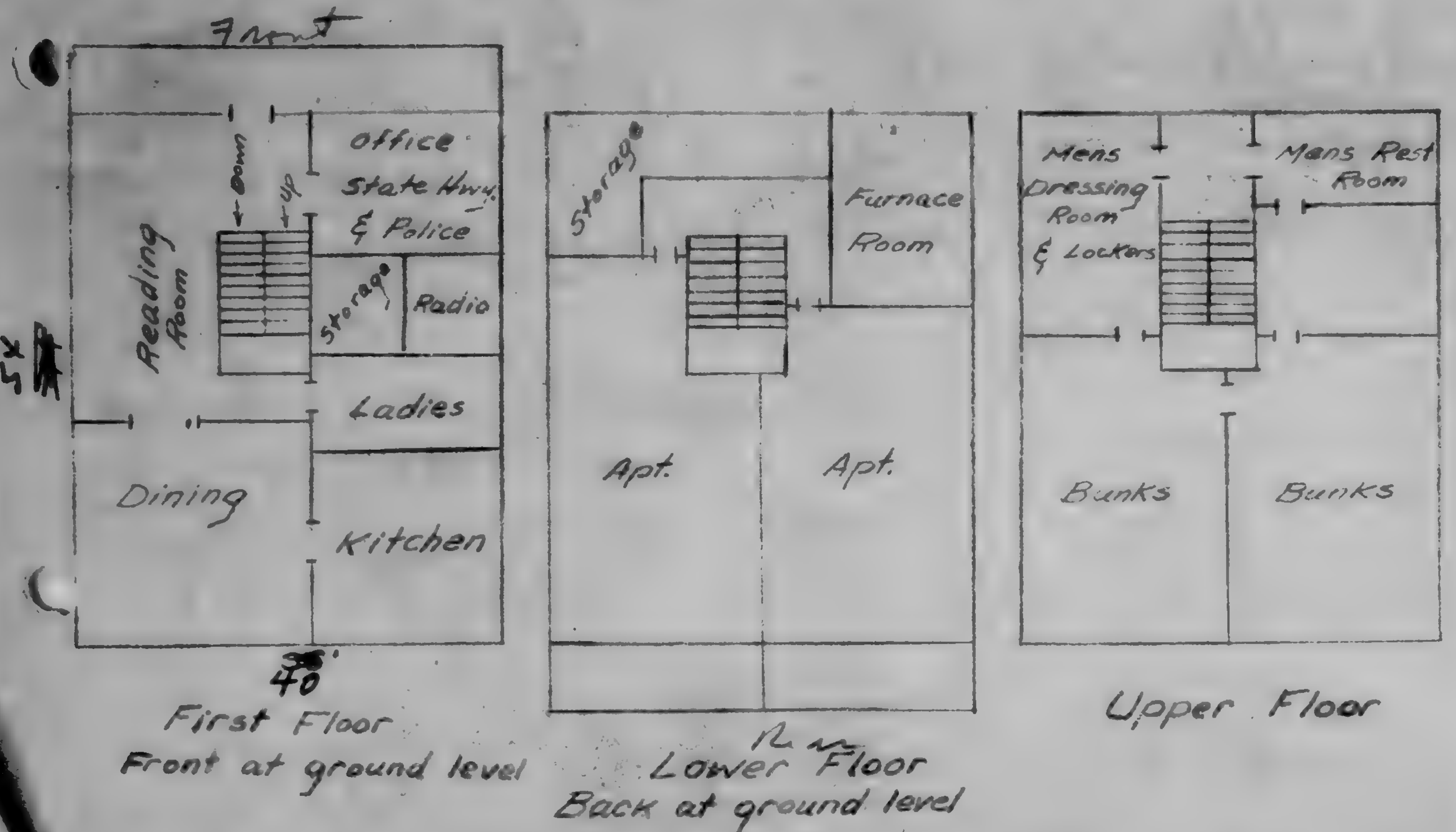
We have made a careful estimate of cost and find that the use of piling, providing the extra five feet of height, is practically the same as the cost of using posts. This is on the basis, however, of the State forces equipped with portable driver driving the piling. The estimated cost of these two structures was $10,000 each. Few contractors would be equipped for this work. We therefore recommend that we be given authority to drive the piling with state forces and, inasmuch as this work and the roof constitutes the major cost, that we be authorized to proceed with the construction of both of the sand sheds by state forces.

Very truly yours,

DeFrance

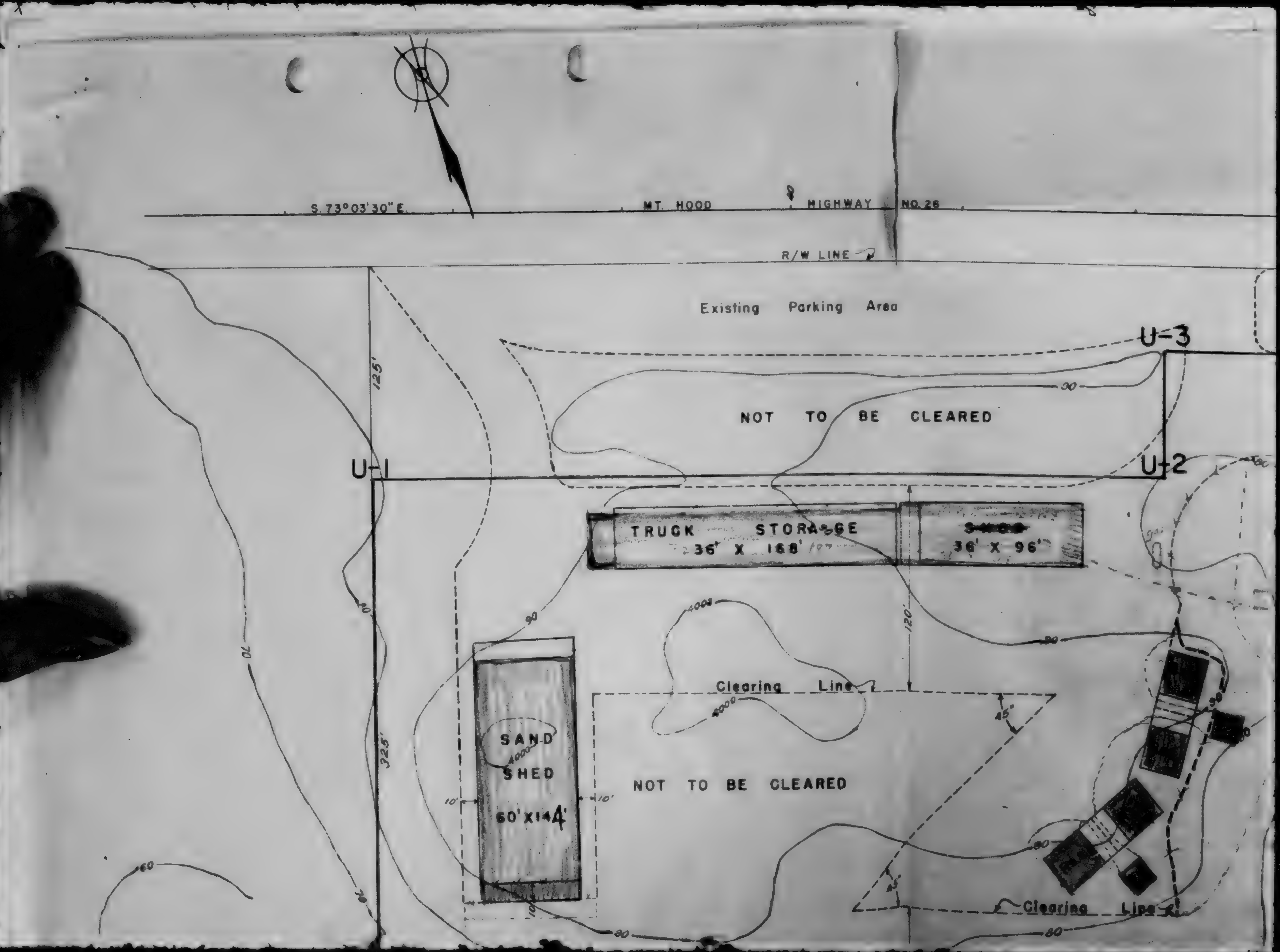
I. A. DeFrance
Assistant Maintenance Engineer

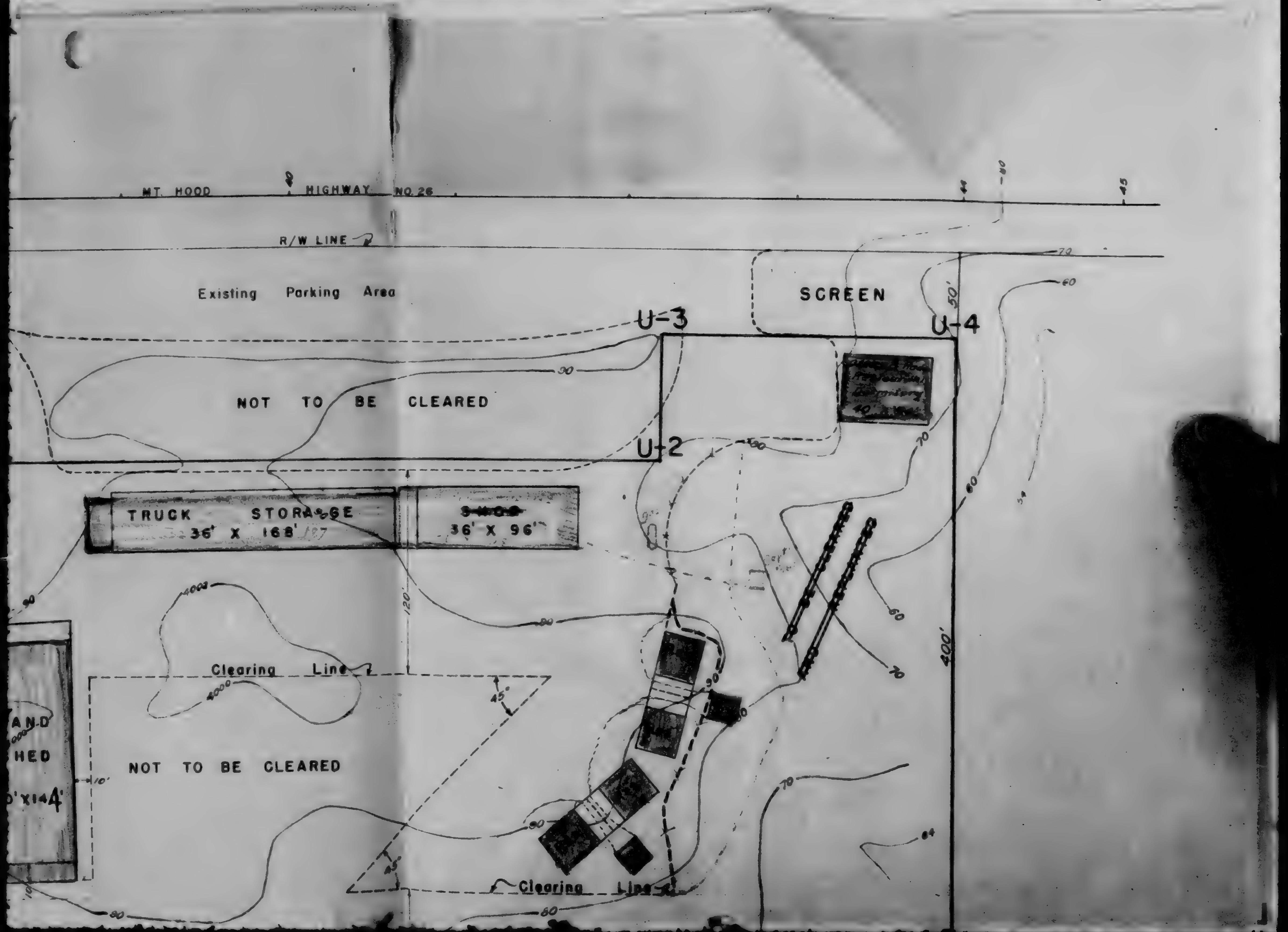
IAD/bj
Encl.

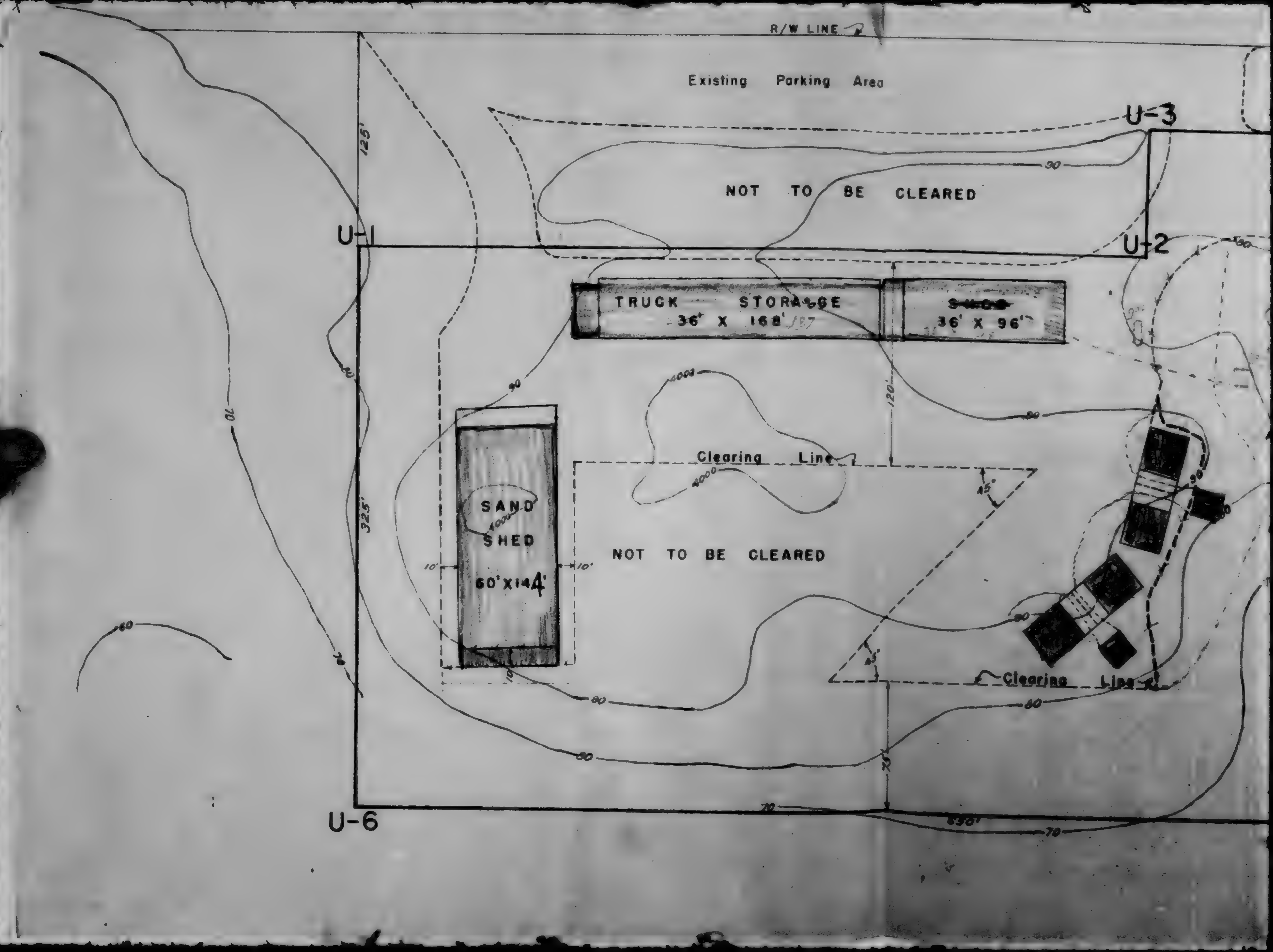


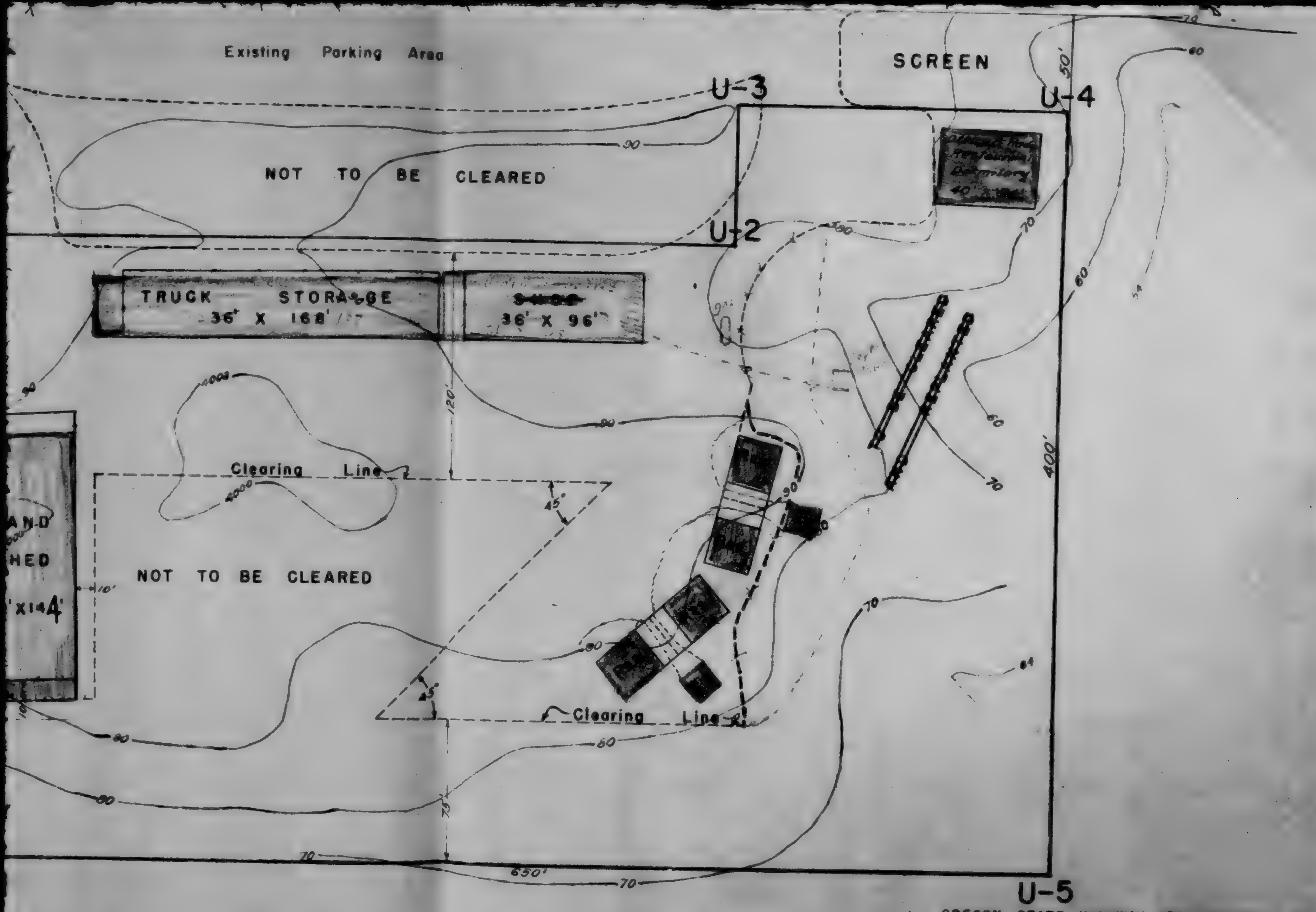
Preliminary Study - Combination Hdq. Bldg.
Office, Radio Room
Restaurant, Kitchen:
Caretakers Apts., Showers and
Employee Bunk Rooms

Scale 1" = 16'
5-11-49


S. 73°03'30" E.
MT. HOOD HIGHWAY NO. 26
R/W LINE
Existing Parking Area
U-3
NOT TO BE CLEARED
U-1
U-2
125'
325'
TRUCK STORAGE
36' X 168'
36' X 96'
120'
Clearing Line
45°
SAND SHED
60' X 144'
10'
NOT TO BE CLEARED
Clearing Line
60
70
80
90
4000


MT. HOOD HIGHWAY NO. 26
R/W LINE
Existing Parking Area
U-3
SCREEN
U-4
50'
NOT TO BE CLEARED
U-2
TRUCK STORAGE
36' X 168'
~~SHOP~~
36' X 96'
120'
Clearing Line
45°
NOT TO BE CLEARED
AND
HED
0'X14'4'
10'
Clearing Line
400'
90
80
70
60
54
64
4000
44
45

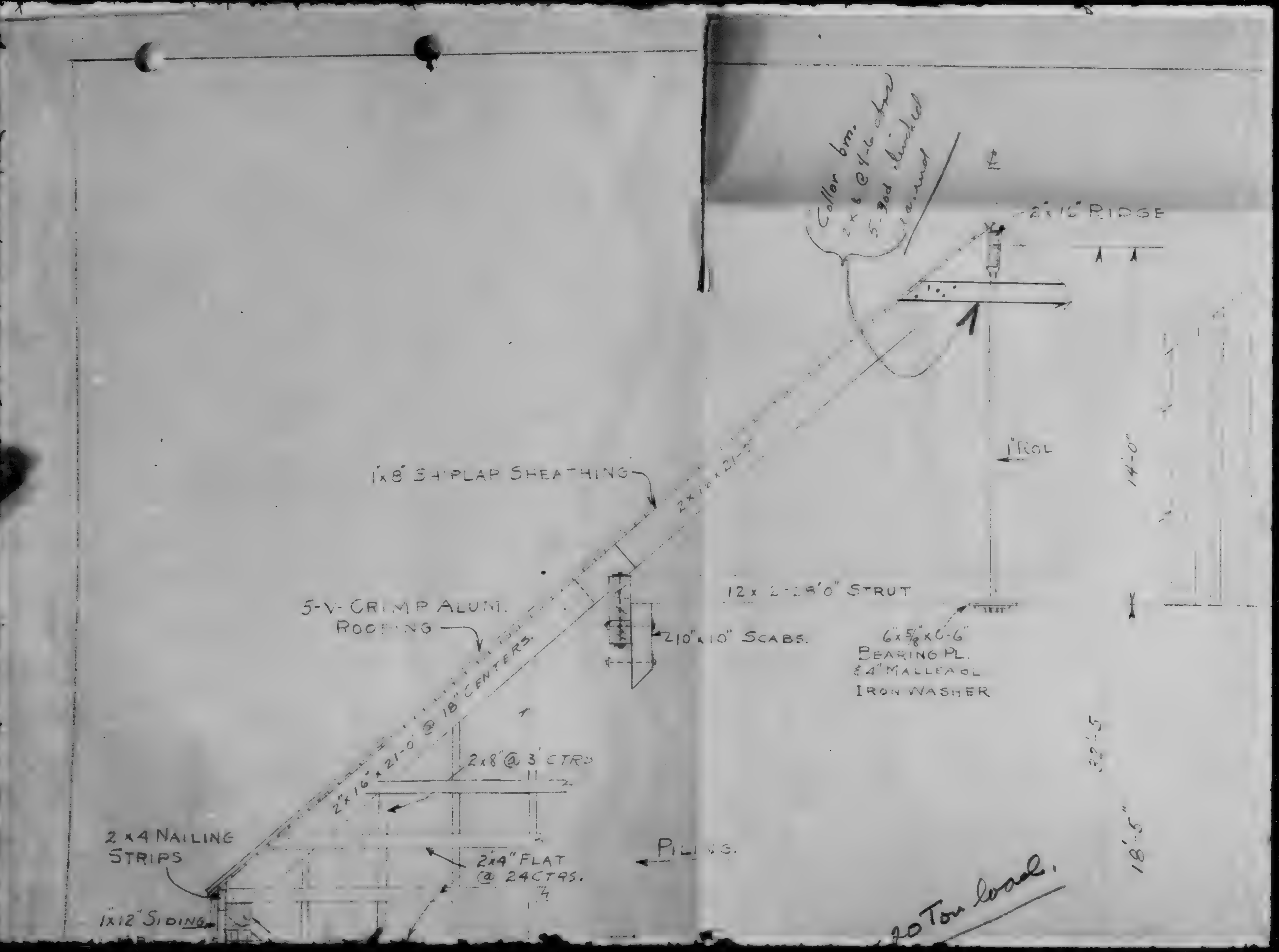

R/W LINE
Existing Parking Area
U-3
NOT TO BE CLEARED
90
125'
U-1
U-2
TRUCK STORAGE
36' X 168'
~~SHED~~
36' X 96'
120'
4000
Clearing Line
4000
45°
SAND
SHED
60'X144'
10'
10'
NOT TO BE CLEARED
325'
70
80
90
45°
Clearing Line
75'
U-6
650'
70
60

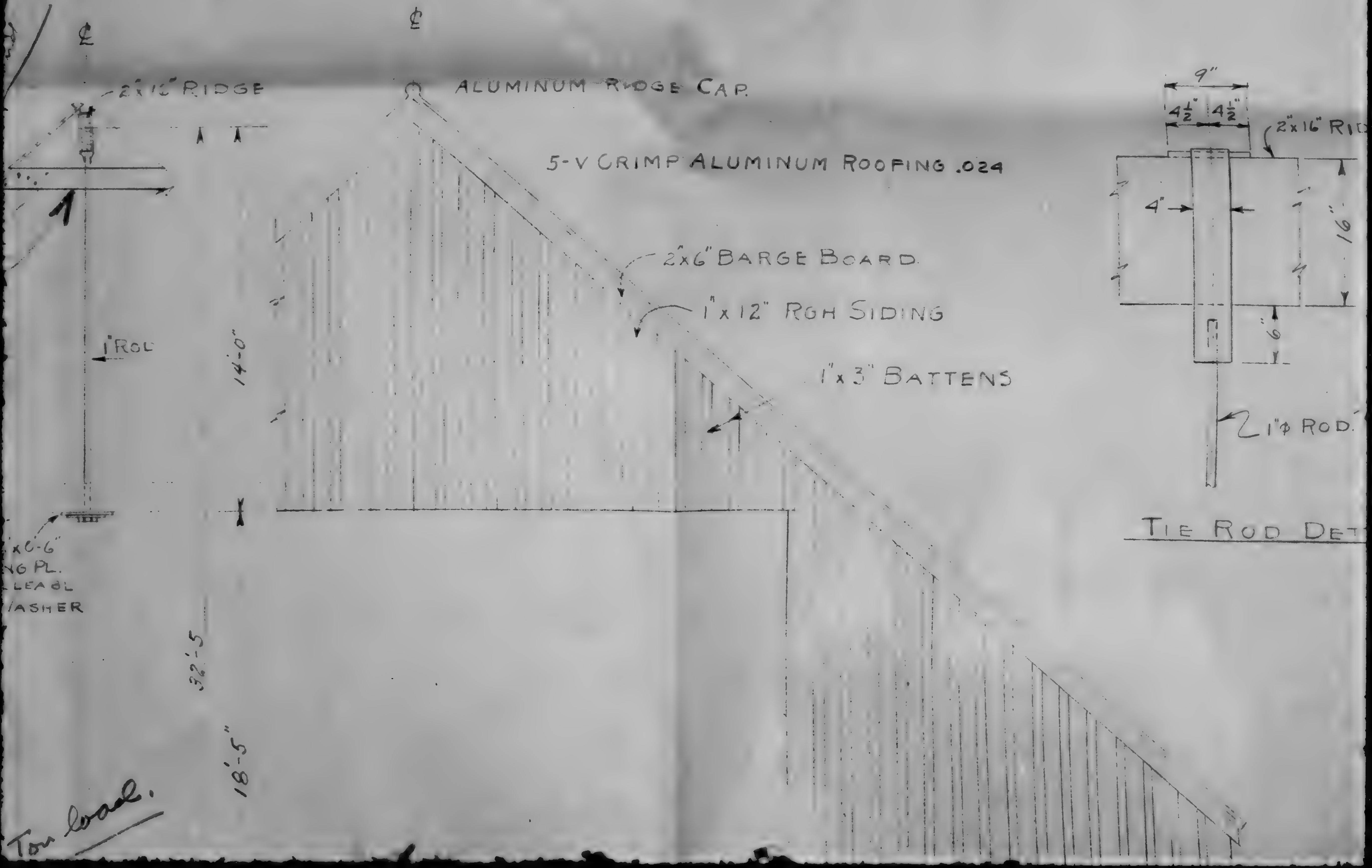


OREGON STATE HIGHWAY DEPARTMENT

PROPOSED TIMBERLINE JUNCTION MAINTENANCE HEADQUARTERS

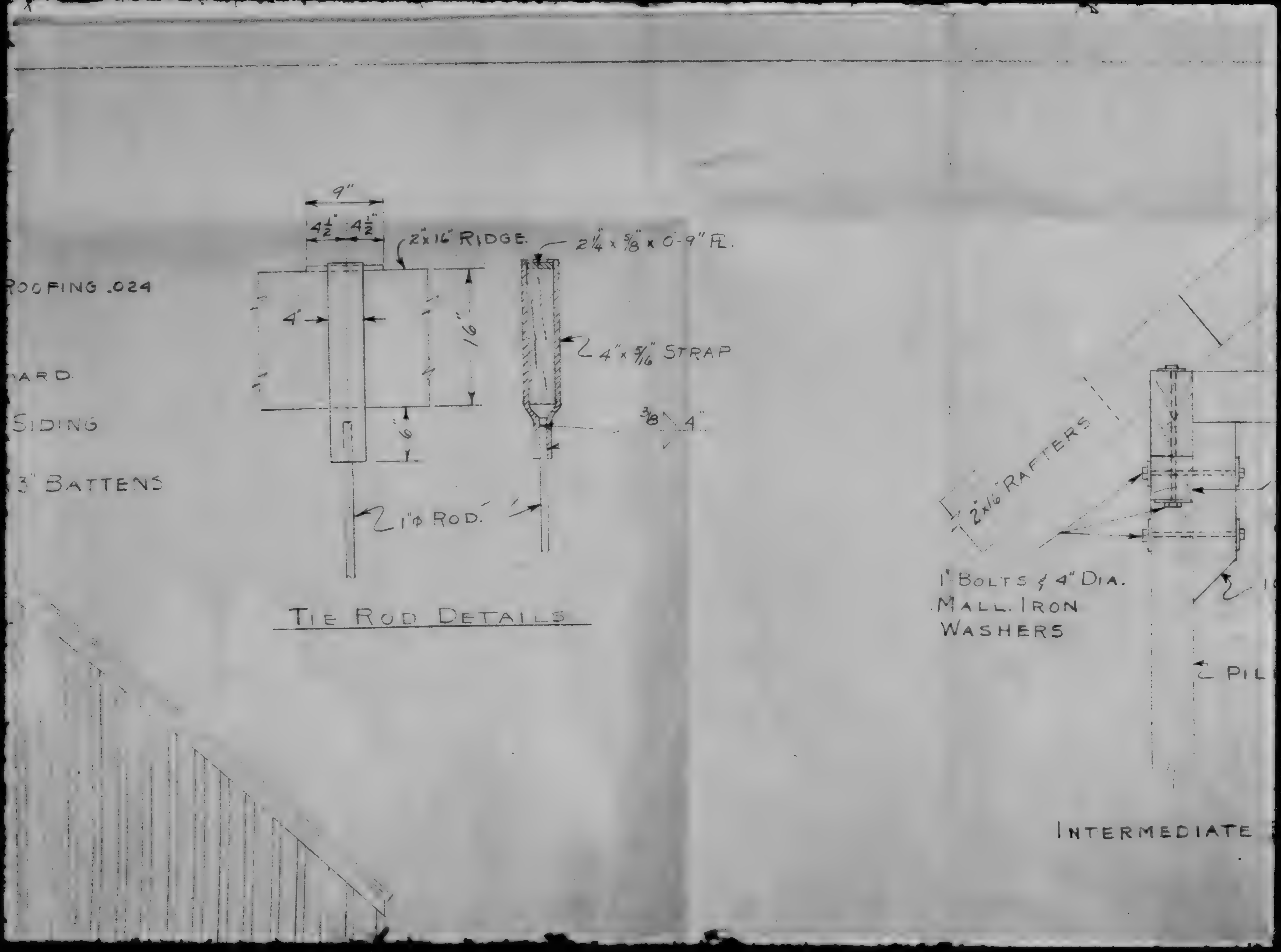
SCALE: 1" = 60' (APPROX) REV. JULY 1938


Collar bm.
2 x 8 @ 4-6 ctrs
5-30d clinched
ea. end
2x16" RIDGE
1x8" SHIPLAP SHEATHING
2x12"x21-
1" ROL
14'-0"
5-V-CRIMP ALUM.
ROOFING
2x10"x10" SCABS.
12x 2-28'0" STRUT
6"x5/8"x0-6"
BEARING PL.
& 4" MALLEAOL
IRON WASHER
2"x16"x21-0" @ 18" CENTERS.
2x8" @ 3' CTRS
32'-5
2 x 4 NAILING
STRIPS
2x4" FLAT
@ 24CTRS.
PILING.
18'-5"
1x12" SIDING
20 Ton load.



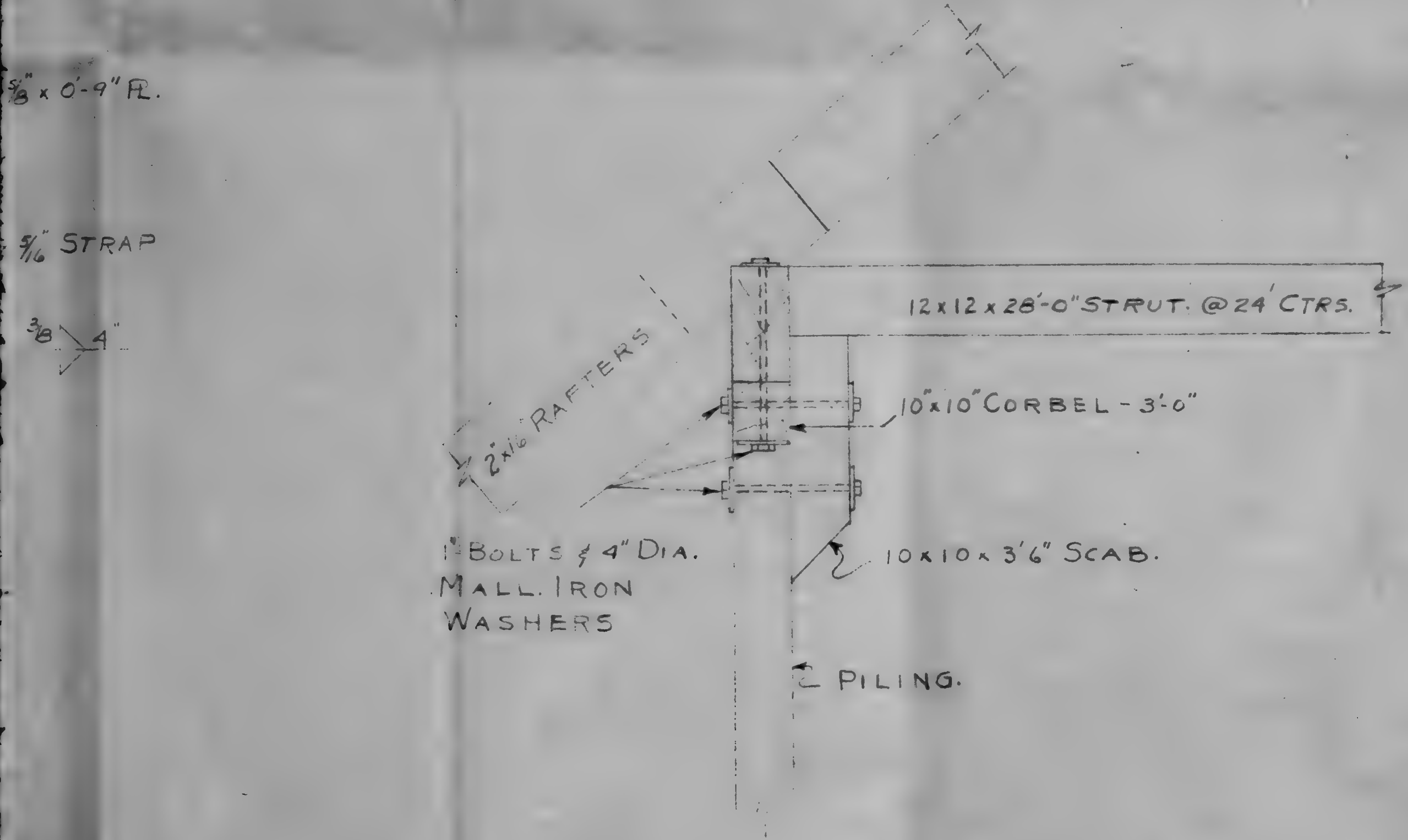
2"x16" RIDGE
ALUMINUM RIDGE CAP.
5-V CRIMP ALUMINUM ROOFING .024
2"x6" BARGE BOARD
1"x12" RGH SIDING
1"x3" BATTENS
1" ROD
x6-6"
NG PL.
LEABL
ASHER
14'-0"
32'-5
18'-5"
9"
4½"
4½"
2"x16" RI
4"
16"
6"
1"φ ROD.
TIE ROD DET

Ton load.

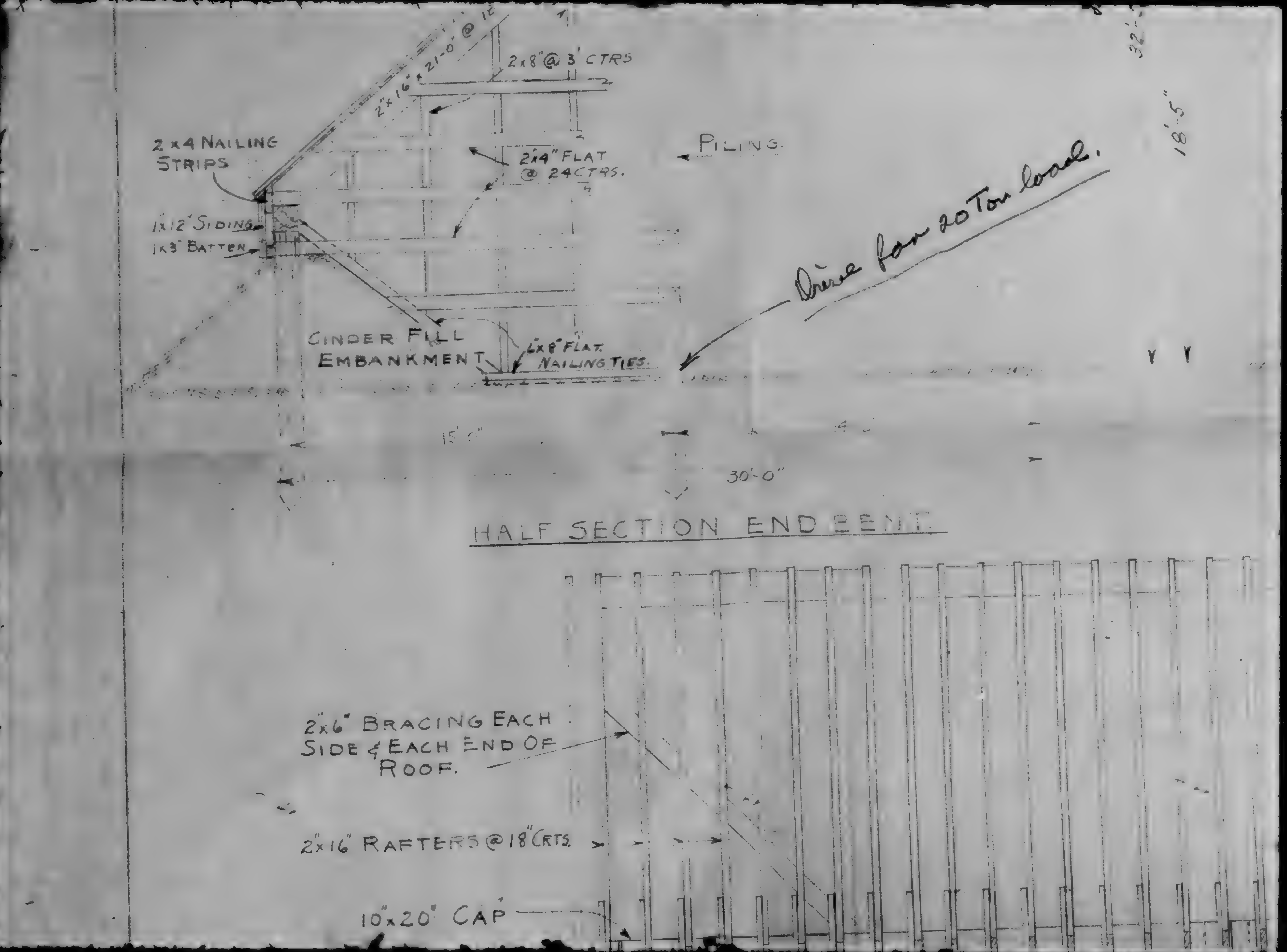


TIE ROD DETAILS

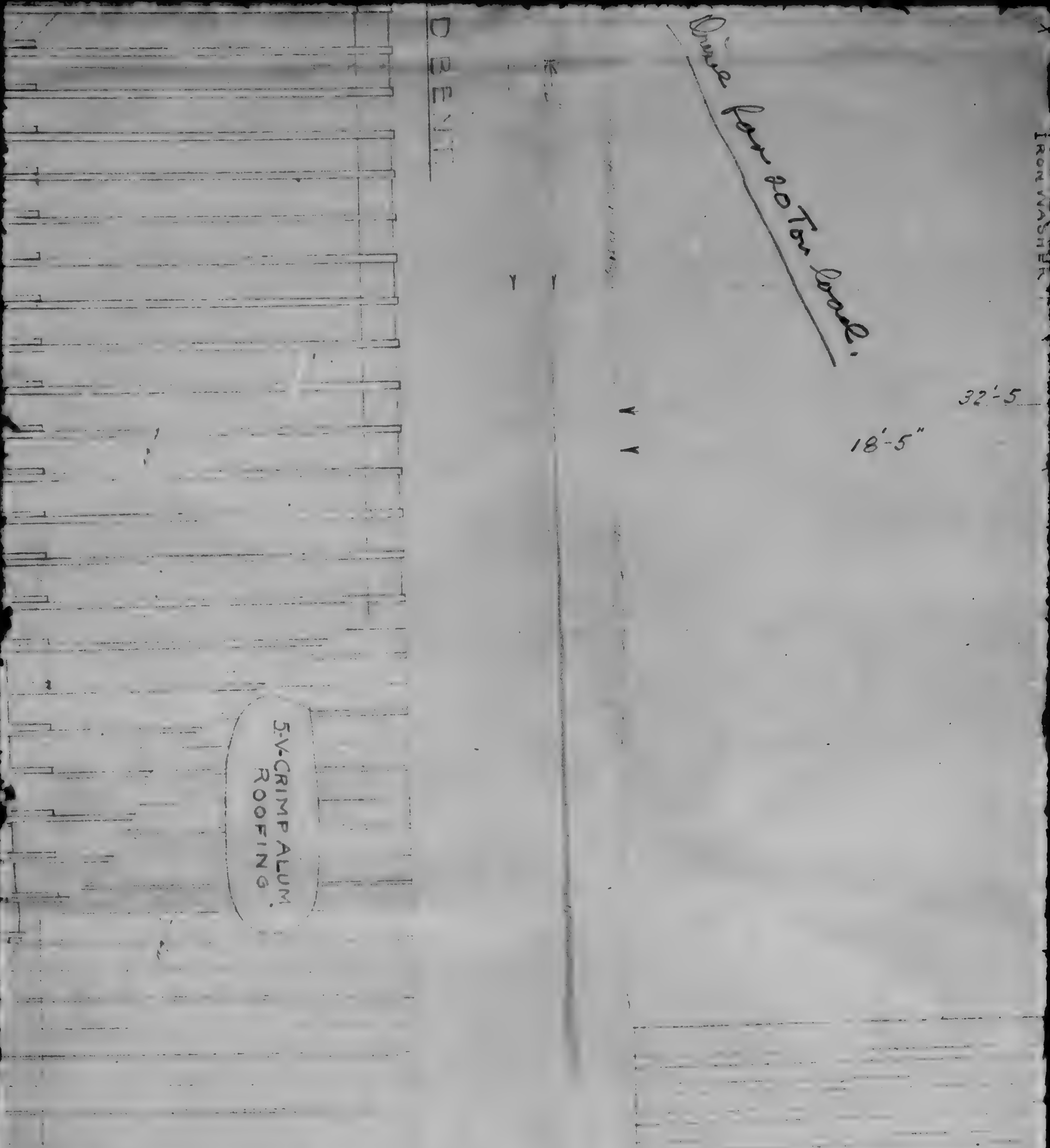
INTERMEDIATE

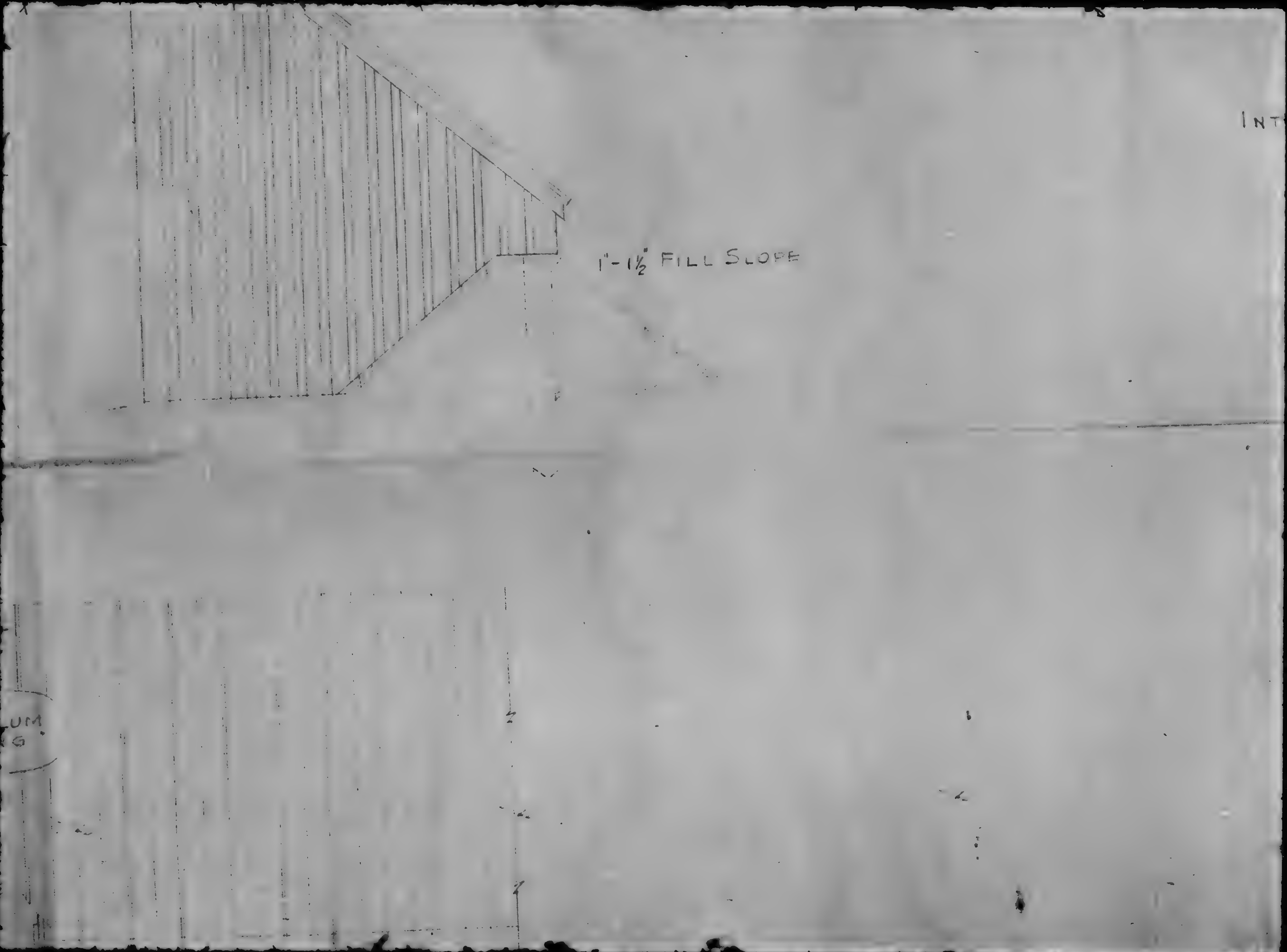


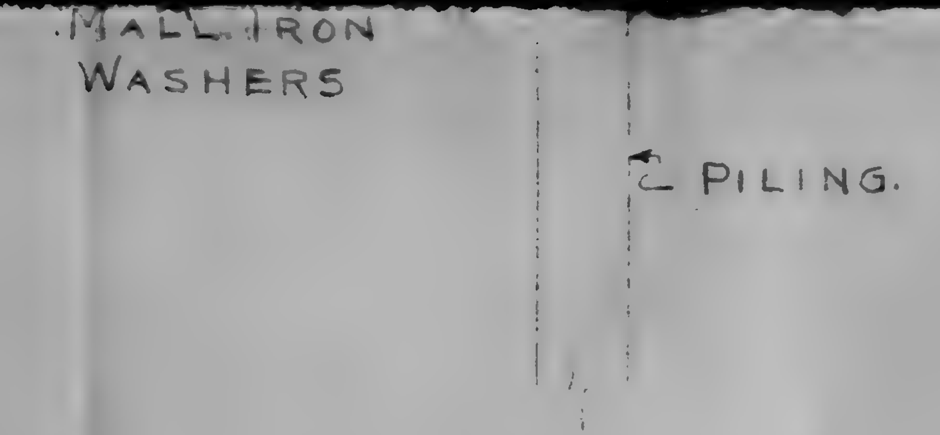
INTERMEDIATE BENT DETAILS



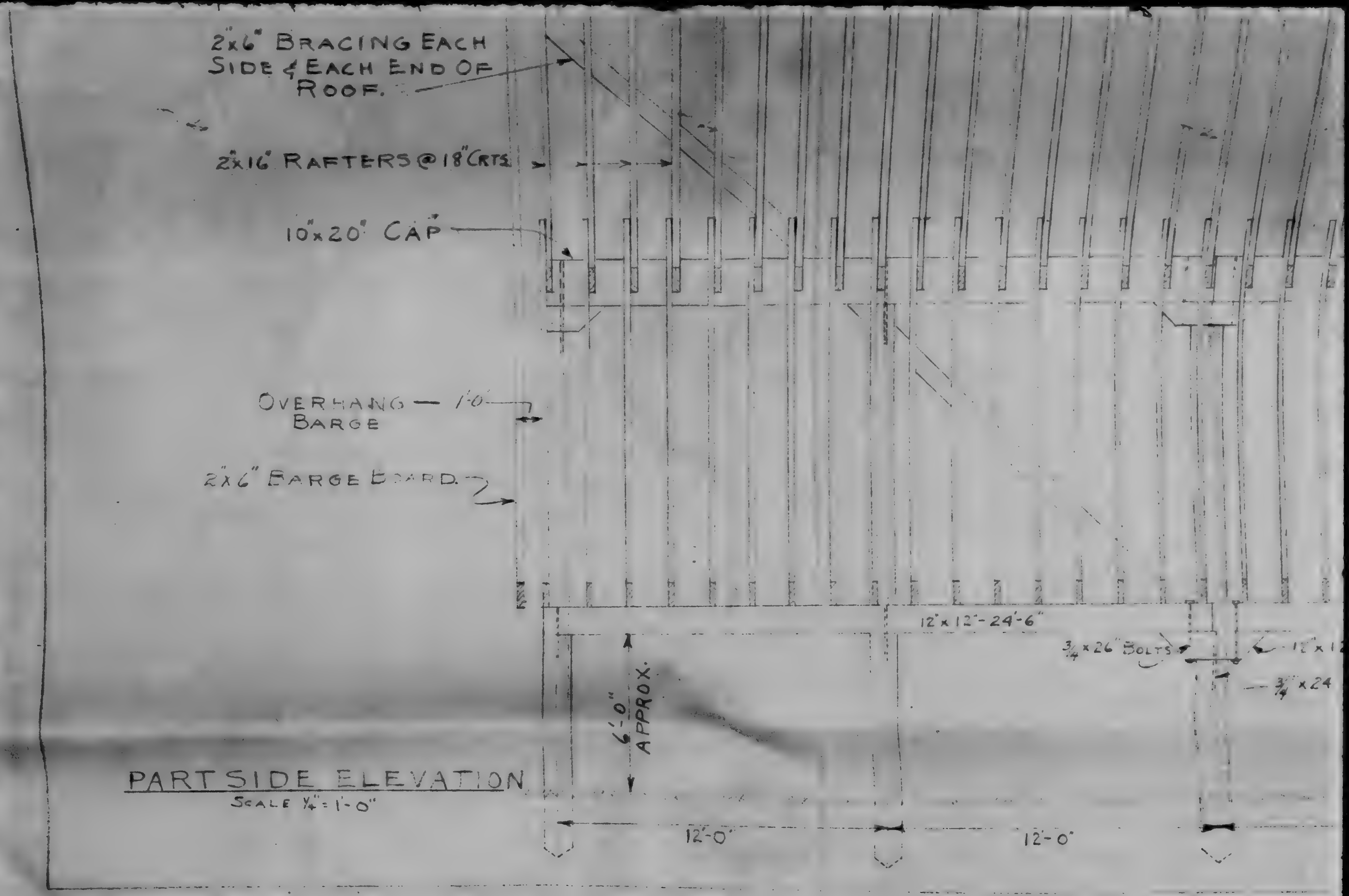
HALF SECTION END BENT


Drive for 20 Ton load.
IRON WASHER
32'-5
18'-5"
5-V-CRIMP ALUM.
ROOFING


1"-1½" FILL SLOPE
INT
UM
G

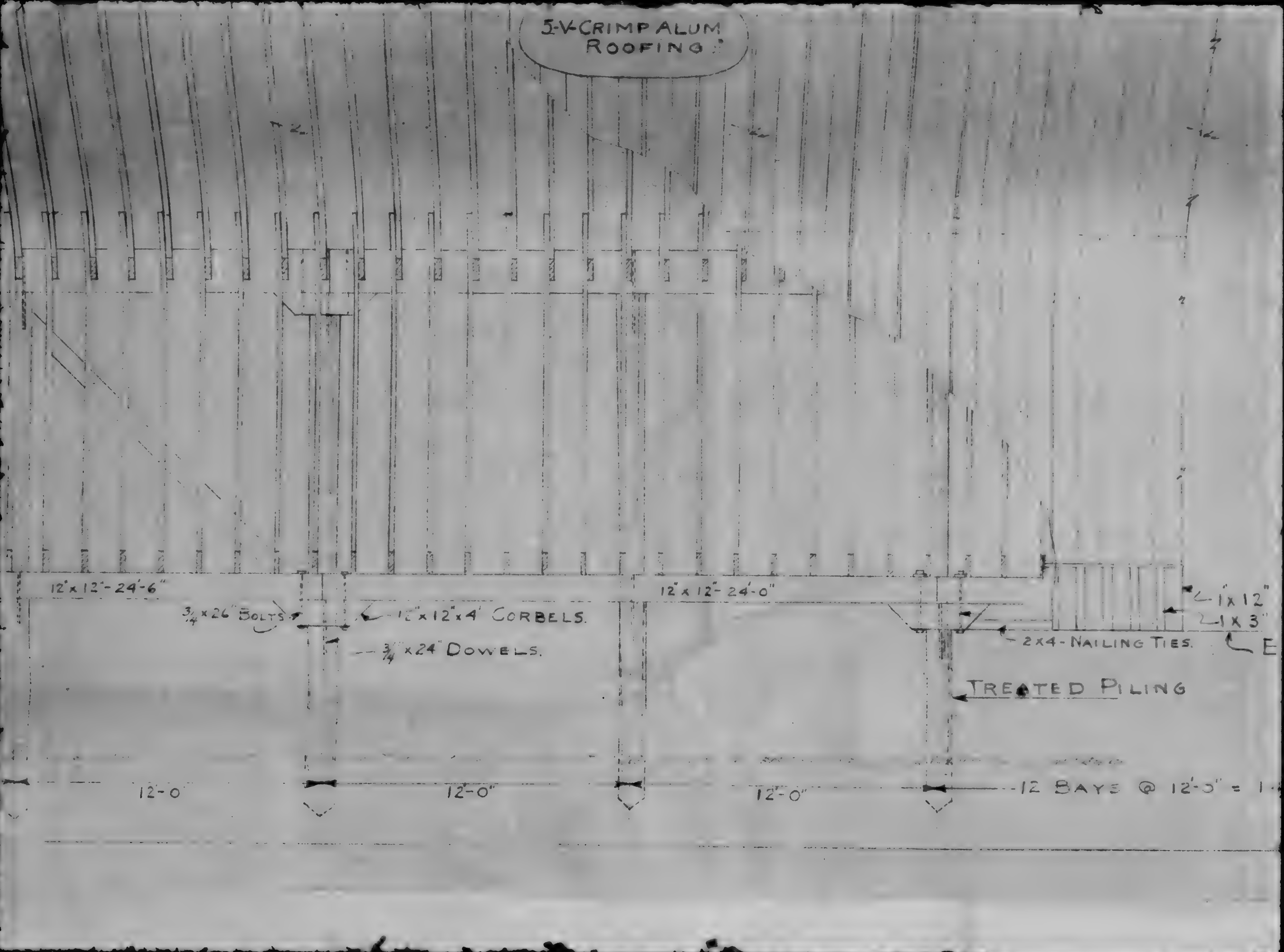


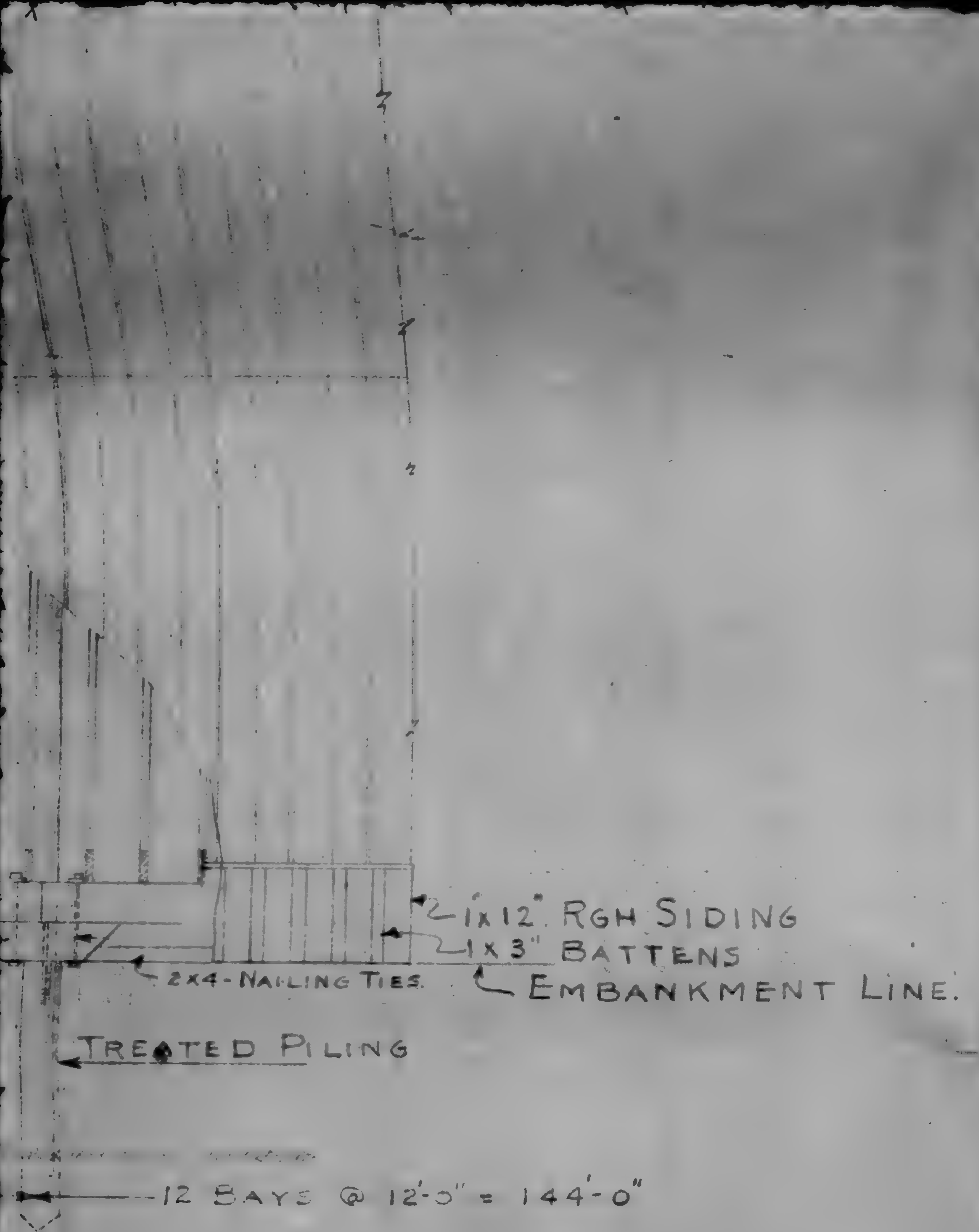
INTERMEDIATE BENT DETAILS



PARTSIDE ELEVATION

SCALE ¼" = 1'-0"


5-V-CRIMP ALUM ROOFING
12"x 12"- 24'-6"
3/4 x 26" BOLTS
12"x 12"x 4' CORBELS.
3/4"x 24" DOWELS.
12"x 12"- 24'-0"
1"x 12"
1 x 3"
2x4- NAILING TIES.
E
TREATED PILING
12'-0
12'-0"
12'-0"
12 BAYS @ 12'-0" = 1



STATE H
SAND
SA
ADAF
USING
ALUMI

T LINE.

OREGON
STATE HIGHWAY COMMISSION
SAND STORAGE SHED
SANTIAM JUNCTION

ADAPTATION OF DWG. NO. 9136.
USING PILING FOUNDATION &
ALUMINUM ROOFING.

H.W.H. 3-27-51.

205-1519 Apiary Sec. of the Rainier- 1951
Apiary County Road & Extension.

#3543

NOTED
Harold C. Ayers

October 16, 1952

NOTED
J. W. CATTRALL

Honorable J. W. Hunt
Columbia County Judge
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Dear Judge:

I have checked on the unused balance of the County's $2500 contribution towards the Rainier-Apiary oiling project and find $229.17 remaining. I have initiated the necessary action for this refund and it should be forthcoming in the very near future

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Columbia County Court
St. Helens,
Oregon

This Space for Use of Accounting Division

NOTED
Harold C. Ayers

Date 10-15-52
Invoice No.
P. O. No.
State Printing 65423

NOTED
J. F. HAGEMANN

To refund unused balance of $2500 contributed by Columbia County towards Rainier-Apiary County Road projects as per agreement dated July 17, 1951. The $2500 was transferred from the advance deposit fund by Request for Outside Billing No cc19 dated July 18, 1951, to 205-1019-297 . . . . $229.17

Assistant State Highway Engineer

205-1019-297

RECEIVED
FOR FILING

Contract #3543
205-1019 Rainier-Apiary

R.A. Baldock

February 19th, 1952

FINAL COST ANALYSIS
Oiling
Harr & Horton, Contractors
Tom Osedal, Resident Engineer

Prefix 205-1019
Columbia Co. Roads

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	5.5	Mile	$140.96	$340.00	$775.28	$1,870.00
Placing Aggregates	1,882	Cu. Yd.	1.15	1.45	2,171.31	2,728.90
Hauling "	3,007.5	Yd. Mi.	0.33	0.20	1,009.51	601.50
RC-3 in Binder Course	96.01	Ton	36.08	41.00	3,464.04	3,936.41
150-200 Asphalt	101.61	"	33.57	40.00	3,411.54	4,064.40
RS-1 Emulsion in Seal	59.28	"	36.78	43.00	2,180.32	2,549.04
PA #1, Sprinkling	81.6	M-Gal.	3.71	3.50	302.83	285.60
					$13,315.83	$16,035.85

Gross Revenue	$16,035.85
Total Cost	13,315.83
Net Profit	$ 2,720.02

Net Profit Equals 17.0% of Gross Revenue

Rainier-Apiary

Detail of Cost

Labor:					
Supervision				150.00	
Labor				3,140.17	
Labor Insurance				188.41	
					$3,478.58
Materials:					
RC-3 Asphalt	96.01	Tons at	$24.50	$2,352.25	
150-200 Asphalt	101.61	" "	22.00	2,235.42	
RS-1 Emulsion	59.28	" "	25.20	1,493.86	
Freight				642.25	
					6,723.78
Equipment Rental & Miscellaneous Expense:					
Equipment Rental, Owned				$1,741.00	
Gas, Oil & Grease				456.50	
Move In, Freight & Cartage				198.60	
Miscellaneous Supplies & Small Tools				76.80	
Public Liability & Property Damage Insurance				39.25	
Bond				120.27	
Home Office & General Overhead				481.05	
					3,113.47
Total Cost					$13,315.83

Apiary Section

Breakdown of Oiling Cost

	Total	Quantity	Unit	Unit Cost
Haul Asphalt	$1,006.93	256.9	Ton	$3.920
Heat	505.97	"	"	1.970
Spread	542.39	"	"	2.112
Traffic Control	257.07	"	"	1.001
Overhead & Prorateable Expense	661.51	"	"	2.575
	$2,974.37	256.9	Ton	$11.578

Asphalt was hauled 45.0 miles from Millbridge with hired transports. Placing averaged 47 tons per day.

Load, Haul & Place Mineral Aggregates

	Total	Quantity	Unit	Unit Cost
Load Aggregates	$460.37	1,882	Cu. Yd.	$0.246
Haul - Av. 1.6 Mi.	1,009.51	"	" "	0.536
Spread	941.36	"	" "	0.501
Traffic Control	257.07	"	" "	0.137
Overhead & Prorateable Expense	507.51	"	" "	0.270
	$3,180.82	1,882	Cu. Yd.	$1.69

Loaded with a [illegible]-yard shovel and hauled by four 5-yard trucks. An average of 34 cu. yds. were placed per hour. Low production and a short hauling distance increased costs.

Apiary Section

Remarks:

This contract, which required the placing of an O-9 oil mat on 5.5 miles of the Rainier-Apiary County Road, was bid and awarded on July 17th, 1951. Work was started on August 23rd, and completed on August 31st, 1951.

Aggregate was furnished from county stockpiles and was loaded with a ½-yard shovel and hauled with four 6-yard trucks. Oil was hauled from Portland to Apiary with hired transports a distance of 45 miles and placed with a 1,100-gal. distributor at an average of 1,080 gallons per hour. A 9,000-gallon tank and a truck-mounted retort were used to handle auxilliary oil storage.

The contractor had good bid prices, good equipment and no weather delays. The job shows an excellent profit.

T. J. Clymer
Cost Analyst

By . . V. H. Jones

RECEIVED
FOR FILING
305-1019
3543

OREGON STATE HIGHWAY COMMISSI
(date)

Oct. 26, 1951

(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)
3543 2-Final Harr & Horton

$

Mr. H. B. Glaisyer:
18363 R-26787 750.00 Oct. 26, 1951

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:
Sep. 15, 1951

Completion Date:
None required

Date Accepted:
Aug. 31, 1951

Penalties:
Sep. 12, 1951

Claims:
None of record

Remarks:
None of record

Date:

To the Accounting Division:
10-29-51

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
OCT 30 1951
a a. Wicklander

By Floyd Query
Acting Secretary

[illegible]

RECEIVED
FOR FILING

205-1019

3543

October 9, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3543 for oiling on the Apiary Section of the Rainier-Apiary County Road in Columbia County was completed by the contractor, Harr & Horton, on August 31, 1951 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $750 will be released to the contractor on or after October 19, 1951. The total contract amount is $16,035.85, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

10-9-51 gs

RECEIVED
SEP 24 1951
FOR FILING

205-1019

3543

September 21, 1951

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Harr & Horton on contract No. 3543, for oiling on the Apiary Section of the Rainier-Apiary County Road in Columbia County.

This payment, in the amount of $15,285.85, will be made to the contractor on or after October 1, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Building
Portland 4, Oregon

[illegible]

NOTED
J. W. CATTRALL

September 20, 1951

Honorable J. W. Hunt
Columbia County Judge
St. Helens, Oregon

Dear Sir:

Contract No. 3543 with Harr and Horton for oiling on the Apiary section of the Rainier-Apiary County Road in Columbia County was completed August 31, 1951, and accepted by the Highway Commission on September 12, 1951. Please be informed that the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, August 31, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 1, 1951

Section Apiary

Kind of work Oiling

Highway Rainier-Apiary : County Road

Section prefix 205-1019

Contractor Harr & Horton

Contract number 3543

Date of contract July 17, 1951

Date of completion Aug. 31, 1951

Date work started Aug. 21, 1951

Estimated date of completion Sept. 15, 1951

Amount of contract $

Per cent of time elapsed 75 %

Estimated cost of completed project, exclusive of engineering $17,632.27

Per cent of contract completed, based on total contract price 85 %

Engineering cost to date $800.00, 60 %

Date project was completed Aug. 31, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project, except for maintenance, Friday (Aug. 31) P. M. Judge Hunt and Comm. Parcher over project at noon and expressed their satisfaction withbit.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
[illegible]

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	~~[illegible]~~ Asphalt	~~MAINTENANCE MATERIALS~~ Rock	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				5.5	
Miles partially completed				5. 5	
Miles completed				5.5	
Total estimated quantities		274 Tons	2,100 CY		
Estimated quantities moved or placed to date		257 Tons	1,887 CY		
Average daily quantities		50 Tons	320 CY		
Average daily quantities necessary to complete project on time				None	
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				23	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Retort ~~Mixers~~ 1, Distributor ~~Crushing or screening plants~~ 1, Tankers ~~Compressors~~ 1, Broom ~~Bulldozers~~ 1, Storage Tank ~~Sheep-foot rollers~~ 1, Trucks 10, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain	8	Rain
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

State Printing Dept. 38842

RECEIVED
FOR FILING

[illegible] - 1019

3543

August 6, 1951

Harr & Horton
9209 N. Calvert St.
P. O. Box 5662
Portland 17, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3543, which was awarded to you on July 17, 1951 by the State Highway Commission, for oiling on the Apiary Section of the Rainier-Apiary County Road, Columbia County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 26 1951
FOR FILING

205-1011

3543

July 25, 1951

Mr. J. M. Devers
Chief Counsel
OFFICE

Dear Mr. Devers:

In reply to your inquiry of July 25 as to the arrangements that have been made with Columbia County to pay the excess of $15,000 in connection with Contract No. 3543, I wish to say that we have a check from the county in the safe in the amount of $2,500, which is more than enough to pay the difference.

Secretary

HBG:ls

FORM E-30 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 25, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

The attached proposed agreement #3543 covers the improvement of a piece of county road in Columbia County.

I was talking with the County Judge at the last meeting and he was anxious to have some understanding about getting the most road possible for the money.

The State's contribution is to be $15,000. The total cost of this project, as shown in the agreement, is $16,873. What arrangement has been made with the County concerning the surplus in excess of $15,000?

Very truly yours,

J M Devers

J. M. DEVERS
Chief Counsel

JMD:amc

Mr. Williams: will you please prepare a reply to this?
HBG

We have the cash.
WCW.

RECEIVED
JUL 23 1951
FOR FILING

July 20, 1951

C8A 1317

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Columbia a fully executed copy of an agreement between the State Highway Commission and Columbia County covering the construction of the Rainier-Apiary County Road.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
FOR FILING
FORM E-30 25M 6-50 42288

205-1019

3543

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1951

SUBJECT:

To: Mr. W. W. Stiffler
OFFICE

Attached is a suggested letter to Mr. Devers prepared for your signature requesting an agreement covering the proposed Rainier-Apiary project in Columbia County.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

NOTED
W. W. Stiffler

CEIVED
UL 9 1951
FOR FILING

Salem, Oregon
June 28, 1951

Mr. J. M. Devers
Chief Counsel

Attention: Mr. C. W. Enfield

At the April 12-13 meeting of the Highway Commission, $15,000 of State Highway funds were approved for expenditure on a county road in Columbia County. This sum of money represents a financial assistance to Columbia County to offset a deficit of $15,000 resulting from the tax controversy with the State of Washington concerning the Columbia River Bridge between Rainier, Oregon and Longview, Washington.

It is requested that an agreement be prepared covering this project. For your information and guidance, the following is furnished:

1. This project will be upon the Rainier-Apiary Road. The north end of the project is at mile point 3.62 and extends southerly approximately 5.50 miles to approximately mile point 9.12 and is shown colored in red on "Exhibit A." The project will consist of preparation of base and placing an 0-9 oil mat with binder course 18' wide.

THE COUNTY AGREES TO:

1. Contribute $2,500 towards the cost of this project which sum is payable at time agreement is signed.
2. Furnish all the aggregate required for the oil mat and binder course. This material is to be stockpiled in advance at a stockpile site, furnished by the County, at mile point 6.48. In addition, County will place some 3/4"-0" rock upon the road to reinforce certain sections. (Information as to the location and extent of these sections is not immediately available. However, this is being worked out between the Division office and the County and this phase of the work is nearly completed.)

THE STATE WILL:

1. Contribute $15,000 towards the cost of this project.

2. Prepare plans and specifications and call for bids.

The total cost of this project is $17,500. It is the intention of both parties that as many miles as possible be oiled with this $17,500. After the bid has been awarded and the unit costs are known, the project will be lengthened or shortened accordingly.

Attached are seven copies of a map of Columbia County upon which this project has been indicated in red and stamped "Exhibit A." Seven copies of this agreement will be needed to effect distribution to all interested parties. It is planned to call for bids at the July 16-17 meeting of the Commission.

W. W. Stiffler
Assistant State Highway Engineer

JWC:MM
Att.

cc: John W. Cattrall

W. C. [illegible]

EIVED
FOR FILING

FORM E-30 25M 5-50 40300

Const
R/W
Co. Rd's
Columbia

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
June 12, 1951

SUBJECT: Columbia County Oiling Project

To: Mr. W. C. Williams
A'sst. State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Under date of May 23rd I reported to you on my conference and inspection trip with Mr. J. W. Hunt, County Judge of Columbia County and Mr. Parcher, County Commissioner, in regard to the $15,000.00 oiling project the Highway Commission is to do on county roads in Columbia County. I advised you that the county would like to do this oiling on the Rainier-Apiary Road and the Rainier-Apiary extension constructed by the WPA in the 30's.

Upon receipt of advice from you that the Highway Commission had authorized this project to be put on as a State contract at the next Commission meeting, we again met with the Columbia County Court to work out some of the details in the construction of this project. The county will procure the aggregate and stockpile it at the Fernhill Road junction, which is about two and one half miles south of the beginning of the project. This is now in process. As I mentioned before, the county would like to get as much oiling as they possibly can, and have agreed to put up $2500.00 in addition to furnishing the aggregate, and also some 3/4"-0" which they are putting on the road. Our contract will cover a binder course with blade cover and an 0-9 oiling job. It is expected that we can get something like six miles of oiling, based on the money available, and the Special Provisions should be so written that the contract can be extended to use up available funds.

I presume your office will advise the county, as to how their participation is to be put up.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
S. H. Probert

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 23, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I met with Mr. J. W. Hunt, County Judge of Columbia County, and Mr. Parker, County Commissioner, in regard to the $15,000.00 oiling project that the Highway Commission is to do on county roads in Columbia County. The County Court would like to do this oiling on the Rainier-Apiary Market Road, and the Ranier-Apiary extension constructed by the W.P.A. in the 30's. This is all on what is known as the Ranier-Vernonia Road. The Rainier-Apiary Market Road is now oiled approximately three and one half miles from its junction with the lower Columbia Highway at Mile Post 52.44. It is their wish to start the oiling at the end of the present oiled section and continue as far south as the money would permit.

The market road section is constructed to our standard market road requirements, and is of sufficient width to permit an 18 foot oiled surface. The road appears to be in good condition, and has sufficient rock to justify oiling. The W.P.A. extension of this road is a somewhat wider section, and is also well rocked with fairly coarse rock. The county is willing to furnish the necessary aggregate in stockpile in the vicinity of the Fernhill Road junction about two and one half miles south of the beginning of the project. The Fernhill Road runs from this junction to Rainier, but in the opinion of the County Court is not in suitable condition to oil, nor is it built to as high standards as the road they wish to oil. The county is also willing to add additional rock to the road, particularly the W.P.A. road, to key up the surface, and will keep the road in suitable maintenance until such time as the oiling contract is let. It is their desire to get as much oiling as possible for the money available, and to primarily cover only the oiling in the oiling contract. They have funds available for the aggregate for necessary shaping of the road, prior to the time the contractor does the oiling.

I would recommend approval of this project, based on a binder course, and a regular 0-9 oiling project with the 1/4-10 emulsified seal. I have not been able to work up detailed costs as yet, but it looks like it would be possible to get something like six miles of oiling. The county also mentioned the possibility of paying for the engineering cost direct, rather than having it added to the contract, as a means of getting a little more oiling. As soon as we can get detailed estimates, I will submit these with further details on the project.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith

21-3406 DeLake Maintenance building 1951

#3544

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3544	5 Final	Robert C. Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11705	R 44374	$409.33	July 9, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: extended to May 31, 1952

Completion Date: May 31, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
[illegible]

RECEIVED
JUN [illegible] 1952
FOR FILING

3544

June 23, 1952

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3544 for constructing maintenance building at Delake, Lincoln County, was completed by the contractor, Robert C. Wilson, on May 31, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $409.33 will be released to the contractor after acceptance by the Commission. The total contract amount is $10,340.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for any such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this contract. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Eugene F. Nichols
1st National Bank Bldg.
Corvallis, Oregon

ED ON CARD
6-23-52, gl

RECEIVED
FOR FILING

February 14, 1952

Mr. Robert C. Wilson
1020 N. 25th St.
Corvallis, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 183 days, from December 1, 1951 to and including May 31, 1952, within which to complete your contract No. 3544 for construction of maintenance building at Delake, Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

Haven Nutting
Resident Engineer

O. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-14-52

RECEIVED
JAN 17 1952
FOR FILING

January 16, 1952

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Robert C. Wilson a portion of the funds heretofore retained by the Commission in connection with contract No. 3544, covering construction of Delake Maintenance Building in Lincoln County.

This payment, which is in the amount of $3,843.97, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $307.13. The present payment will be released on or after January 26, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Eugene F. Nichols
1st National Bank Bldg.
Corvallis, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

January 3, 1952

State Highway Commission

Request for extension of time
No. 3
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Delake Maintenance Building
Contract 3514
Robert C. Wilson, Contractor

Herewith copy of an application for an extension of time from December 1, 1951 to and including May 31, 1952, for the completion of the work on the Delake Maintenance Building in Lincoln County.

The contract completion date was November 30, 1951, and all work was completed as of that date except the exterior painting. We ordered the contractor to defer the painting until suitable weather next spring, and he is requesting an extension of time in order to do this work.

In view of the fact that we are using the facility and that the delay in completion is occasioned by our order to the contractor, we are recommending that the extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

RECEIVED
FOR FILING

FORM E-30 25M 11-50 44701
21-3400

3544

File

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1951

Copy showing approval to Paxson 1-3-52.

SUBJECT: Delake Maintenance Building
Contract No. 3544

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Mr. Robert C. Wilson, contractor on the above project, has completed all of the work under the contract with the exception of a small amount of exterior painting. We have requested that he postpone the completion of the painting until more favorable weather next spring.

The contractor has asked that we release a part of the retained percentage on the contract. We propose to pay the contractor for 99 per cent of the work under contract, retaining one per cent to cover the cost of the completion of painting and an additional three per cent as a retained percentage. This will give us sufficient funds retained to assure the completion of the work next spring. Such procedure is permissible under the terms of the contract provided we have the Engineer's approval. May we have your approval on this method of payment.

The specified completion date for the work was November 30, 1951. Due to some delay in obtaining the steel sash for the building, the contractor was not able to get the building completed and ready for occupancy until December 4.

Mr. Wilson is a small operator and has done very good work for us in the past. The release of part of his retained percentage will undoubtedly aid him in his financial matters.

Very truly yours,

G. S. Paxson
Bridge Engineer

APPROVED
ASST STATE HIGHWAY ENGINEER
1-3-52

CAG/ds

RECEIVED
AUG 20 1951
FOR FILING

21-3406

3544

August 16, 1951

Mr. Robert C. Wilson
1020 N. 25th St.
Corvallis, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3544, which was awarded to you on July 17, 1951 by the State Highway Commission, covering construction of Delake Maintenance Building in Lincoln County. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
JUL 19 1951
FOR FILING

21 34.6

3544

July 18, 1951

Robert C. Wilson
1020 North 25th Street
Corvallis, Oregon

Dear Mr. Wilson:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3544 for constructing masonry block Maintenance Building at DeLake on the East Devils Lake Road in Lincoln County. This award was based on your low bid of $10,340.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
MAY 9 1951
FOR FILING

FORM E-30 25M 11-50 44701

21-34[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1951

SUBJECT: Delake Maintenance Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith print and tracing of site map and a section of the 400-foot map showing location of proposed maintenance station site to be constructed at Delake. We attach also copy of Original Authorization for Negotiation, Metes and Bounds Property Description, and two Statements of Information furnished by Mr. Eason and Mr. Philip Huntley.

Otto Horton contacted the owner of this property and he advised him that he would sell it to us at a cost of $1200 for the two acres. The power line runs along this county road and the owner of the property is operating a shingle mill a short distance east of the tract, to which he is piping water so that he has promised to furnish us access to water main also.

The Highway Commission gave us authority to construct the maintenance building proposed at Drift Creek. Possibly the matter should be re-presented to them at the coming meeting, preferably in connection with the purchase of the proposed site. We recommend the matter be turned over to the Right of Way Department with the request that they secure an option in time for it to be presented to the Highway Commission at its next meeting.

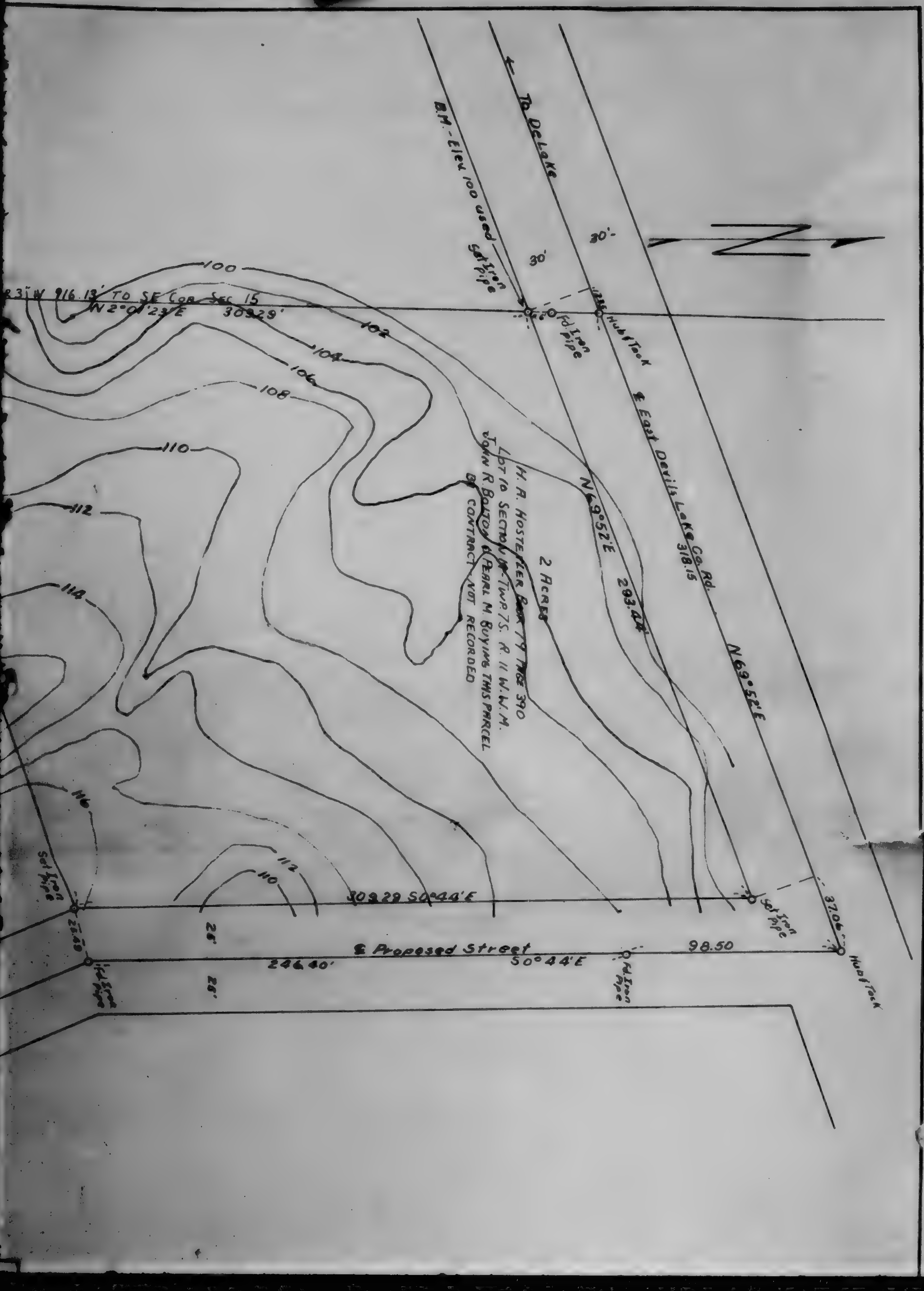
Very truly yours,

IADeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj
Encl.

NOTED
W. W. STIFFLER
file


To DeLake
B.M.-Elev. 100 used
Set Iron Pipe
30'
30'
N
23"W 916.13' TO SE Cor. Sec 15
N 2°01'23"E 309.29'
Fd. Iron Pipe
Hub & Tack
℄ East Devils Lake Co. Rd.
318.15
N69°52'E
N69°52'E
293.44
2 Acres
H. A. Hostetler Book 79 Page 390
Lot 10 Section Twp. 7S. R. 11 W. W. M.
John R. Bolton & Pearl M. Buying This Parcel
On Contract Not Recorded
100
102
104
106
108
110
112
114
116
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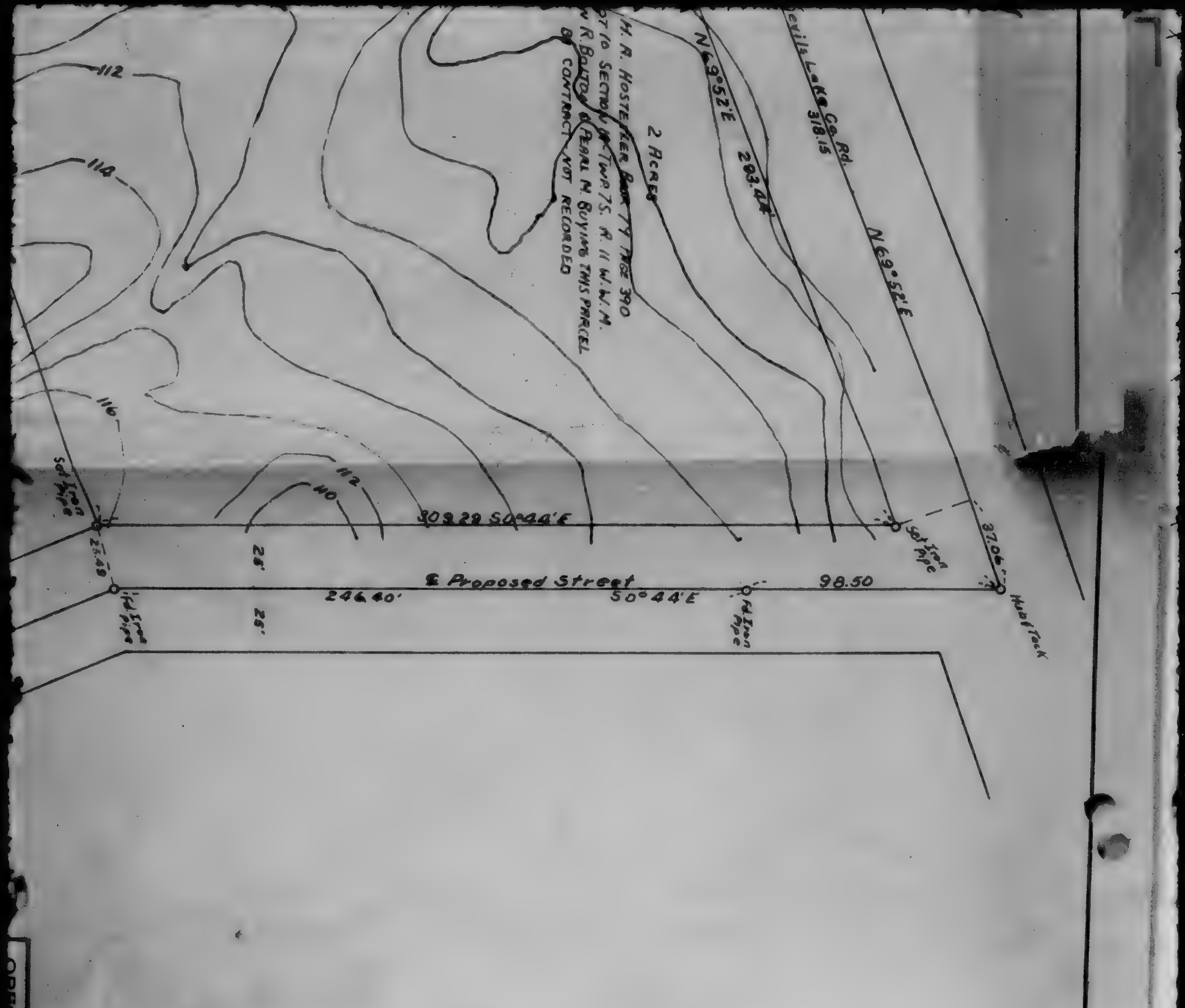
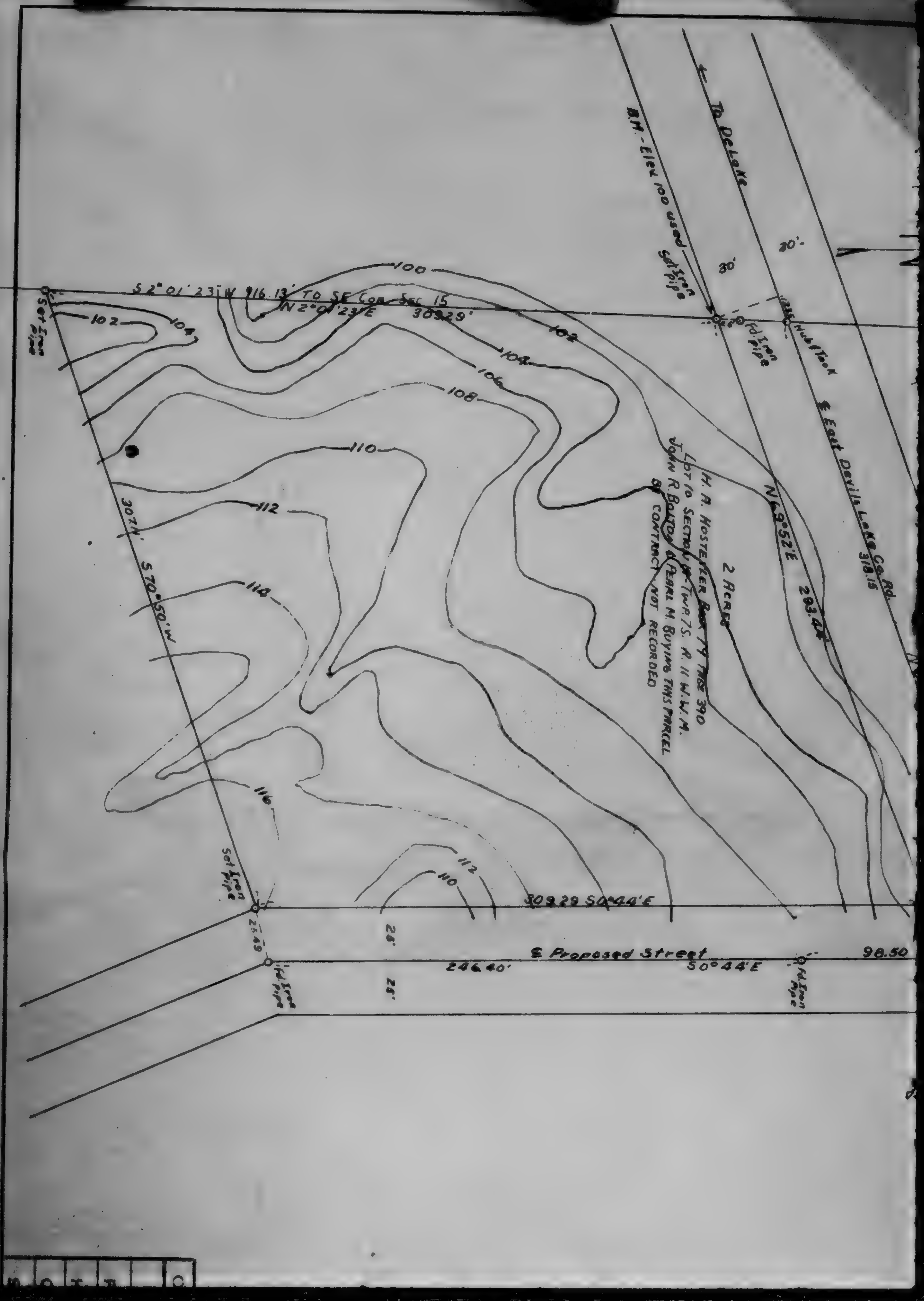
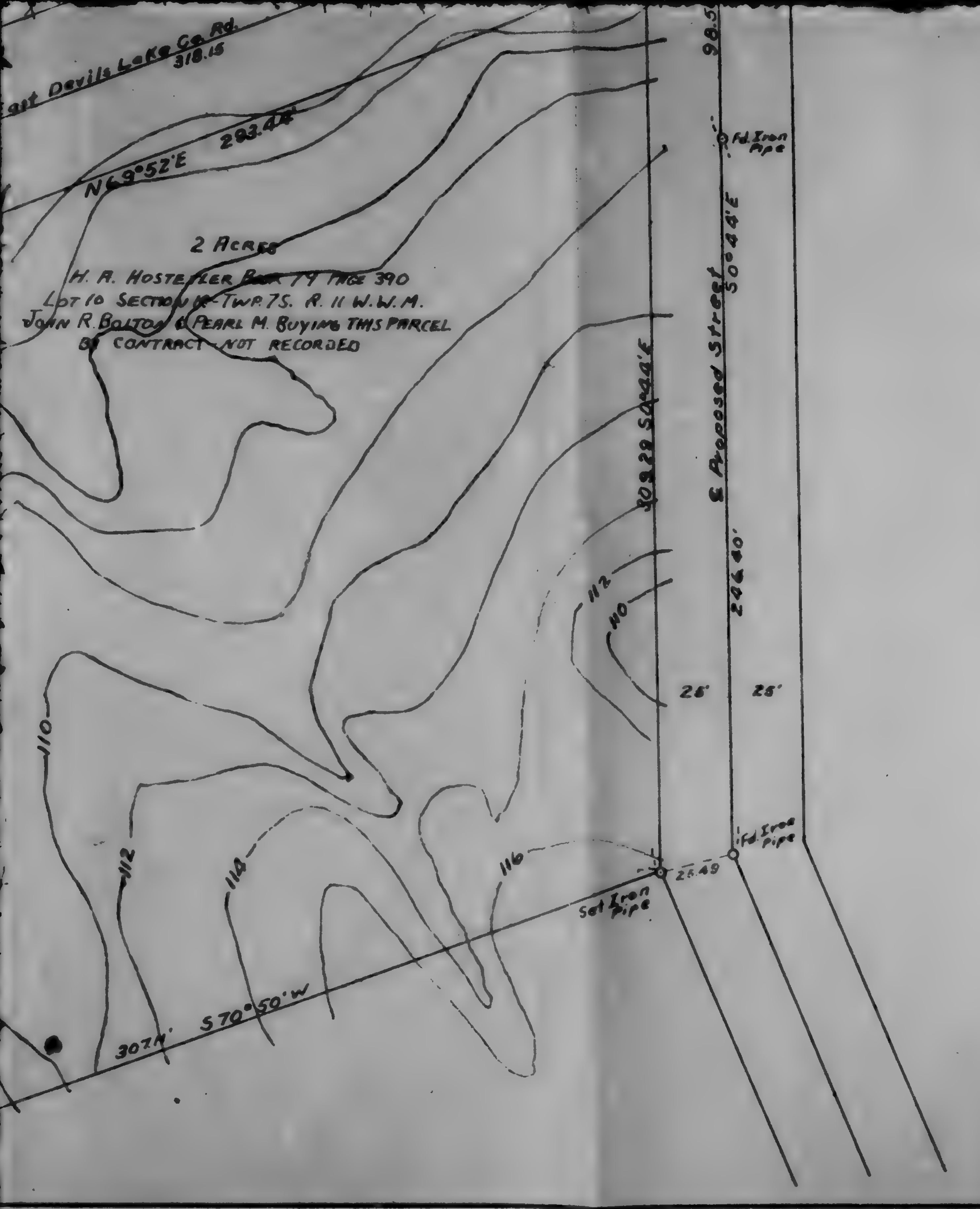
110
Set Iron Pipe
309.29 S0°44'E
Set Iron Pipe
37.06
Hub & Tack
26.60
28'
28'
℄ Proposed Street
98.50
246.40'
S0°44'E
Fd. Iron Pipe
Fd. Iron Pipe



M. R. HOSTETLER Book 79 Page 390
Lot 10 Section Twp. 7S. R. 11 W.W.M.
R. Bolton & Pearl M. Buying this parcel
By contract not recorded
2 Acres
N 69°52'E 203.4
Devils Lake Co. Rd. 318.15
N 69°52'E
112
114
116
112
110
309.29 S 50°44'E
Set Iron Pipe
Set Iron Pipe
25.40
25'
25'
37.06
℄ Proposed Street
246.40'
S 50°44'E
98.50
Fd. Iron Pipe
Fd. Iron Pipe
Hub & Tack
OREGON STATE HIGHWAY DEPARTMENT


To DeLake
B.M.-Elev 100 used
Set Iron Pipe
30'
30'
Fd. Iron Pipe
Hub & Tack
℄ East Devils Lake Co. Rd.
318.15
S 2°01'23" W 916.13' TO SE Cor. Sec. 15
N 2°01'23" E 309.29'
Set Iron Pipe
100
102
104
102
104
106
108
110
112
114
116
112
110
N 69°52'E
283.47
2 Acres
H. A. HOSTETLER Book 79 Page 390
Lot 10 Section of Twp. 7S. R. 11 W.W.M.
John R. Bolton & Pearl M. Buying this parcel
by contract not recorded
307.1' S 70°50' W
Set Iron Pipe
309.29 S 0°44'E
25.49
25'
25'
℄ Proposed Street
246.40'
S 0°44'E
98.50
Fd. Iron Pipe
Fd. Iron Pipe



OREGON STATE HIGHWAY DEPARTMENT	
For	DELETE MAINTENANCE BUILDING SITE
Highway	OREGON COAST
County	LINCOLN
Scale 50'-1"	Date 4-30-51

RECEIVED
MAR - 1951
FOR FILING
FORM E-30 25M 5-50 42266

Maint
Bldg. & Sites

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1951

SUBJECT: File No. 17185
Proposed Drift Creek
Maintenance Site

Otis-Siletz River Sec.
Oregon Coast Highway

To: Mr. W. W. Stiffler
Asst. State Highway Engineer

Mr. Cooper has requested me to advise you that in accordance with the Highway Commission's order of February 26, we are withholding sending notice on the proposed Drift Creek Maintenance Site on the Otis-Siletz River Section of the Oregon Coast Highway, in Lincoln County.

Unless you advise further, we will allow the option to expire on its expiration date of August 15, 1951, considering the transaction closed as of this date.

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

EFS:amc
cc Mr. E. A. Collier
cc Mr. Forrest Cooper

NOTED
W. W. STIFFLER

22-3408 Santiam Jct. Maintenance Bldg. 1951
Extension & Sand Storage Shed
#3545

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3545	4-final	C. M. Merrill

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2277	R-33952	$ 5,632.58	2/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: Extended to Dec. 30, 1951 without penalty

Completion Date: Dec. 30, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible] BY CARD
2-21-52

RECEIVED
FEB 14 1952
FOR FILING

354 -

February 13, 1952

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Your letter under date of February 11 received this morning. The name of the contractor omitted in our letter of February 5, advising you of final payment now ready to be released on contract No. 3545 for construction of maintenance building extension and sand shed at Santiam Junction, is C. M. Merrill.

We are sorry for the inconvenience caused you by omission of the contractor's name.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

AIR MAIL

February 11, 1952

Oregon State Highway Department,
Salem, Oregon

Attention Mr. H. B. Glaisyer
Secretary

Gentlemen:

We are returning your letter of February 5, and would ask that you kindly return it to us together with the name of the contractor involved, inasmuch as we are unable to locate our file without that information.

Very truly yours,

W. C. Crow

W. C. Crow, Supt.
Surety Claim Dept.

EJ

RECEIVED
FEB 14 1952
FOR FILING

February 13, 1952

Idanha Lumber Company
Idanha
Oregon

Attention: Mr. Huber Ray

Gentlemen:

On February 5 we wrote to you in regard to the settlement of your claim against C. M. Merrill for lumber furnished on contract No. 3545, for construction of maintenance building extension and sand shed at Santiam Junction, in the amount of $1,778.73. We have not received a reply.

This is to advise that the final payment will be released to the contractor as soon as the warrant is received from the Secretary of State's Office as the surety company has notified us that your claim was paid in full in December.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

2-13-52 gl

RECEIVED
FEB 14 1952
FOR FILING

D. H. BATES
PRESIDENT

[illegible]

CABLE "DURHAM"

DURHAM AND BATES

GENERAL INSURANCE

901 S. W. WASHINGTON STREET

PORTLAND 5, OREGON

February 11, 1952

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are in receipt of a copy of your letter of February 5th to the Continental Casualty in Chicago regarding Contract No. 3545 which you have with C. M. Merrill.

Upon checking into this matter we find that Mr. Merrill paid Idanha Lumber Co. $1,778.73 in December. A check with the lumber company will verify this.

Very truly yours,

DURHAM & BATES

John F. McGinty

John F. McGinty

JFM:as
cc Continental Casualty
Chicago, Illinois
Continental Casualty
Seattle, Washington
C. M. Merrill

REFERRED TO
[illegible]
BY SECRETARY

[illegible]
2-11-52

RECEIVED
FOR FILING

February 5, 1952

Idanha Lumber Company
Idanha
Oregon

Attention: Mr. Huber Ray

Gentlemen:

Our records show a claim was filed by you on November 15 for lumber furnished to C. M. Merrill in connection with State Highway Contract No. 3545, for construction of maintenance building extension and a sand shed at Santiam Junction. This claim was in the amount of $1,778.73.

Has this claim been satisfied? Please advise this office by return mail as we are now prepared to release final payment to the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-5-52 gl

37,500 REVISED 11

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

VED
FOR FILING

February 5, 1952

Idanha Lumber Company
Idanha
Oregon

Attention: Mr. Huber Ray

Gentlemen:

Our records show a claim was filed by you on November 15 for lumber furnished to C. M. Merrill in connection with State Highway Contract No. 3545, for construction of maintenance building extension and a sand shed at Santiam Junction. This claim was in the amount of $1,778.73.

Has this claim been satisfied? Please advise this office by return mail as we are now prepared to release final payment to the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

This has been paid in full. Thank you very much.

Idanha Lumber Company

By: JBGordon
Bookkeeper

2/7/52

TED TO
BY SECRETARY

2-8-52

RECEIVED
FEB [illegible] 1952
FOR FILING

February 5, 1952

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 3545 covering construction of maintenance building extension and sand shed at Santiam Junction, Linn County, was completed December 30, 1951 and was formally accepted by the Highway Commission on January 31, 1952.

Final payment in the amount of $5,632.58 will be paid to the contractor on or after February 15, 1952, providing the outstanding claim is paid and this office advised. The total contract amount is $23,663.56, and no force account work was performed on the project.

There is a claim filed against this project by Idanha Lumber Co. in the amount of $1,778.73 for lumber furnished, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
2-5-52, gl

RECEIVED
1952
FOR FILING
FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1952

SUBJECT: Santiam Jnct. Maintainence Bldg.
Contract No. 3545

To: Mr. S. H. Probert
Office Engineer

NOTED
W. C. WILLIAMS

Attention: Mr. D. B. Parkes

Will you please include the following contract in your list of completed projects sent Mr. Williams for acceptance.

Contract No. 3545, C. M. Merrill, contractor, Santiam Junction Maintainence Building in Linn County, completed December 30, 1951.

Very truly yours,

CAGardner

C. A. Gardner
Bridge Office Engineer

LK
cc: Goldie Lewis

APPROVED BY HIGHWAY COMMISSION
DATE January 31, 1952

NOTED
H. B. GLAISYER

RECEIVED
NOV 26 1951
FOR FILING

[illegible]

3545

November 23, 1951

Mr. C. M. Merrill
P. O. Box 601
Newport, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 60 days, from October 31 to and including December 30, 1951, within which to complete your contract No. 3545 covering construction of maintenance building extension and sand shed at Santiam Junction in Linn County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

M. W. Moore,
Resident Engineer

G. S. Paxson,
Bridge Engineer

MAILED ON DATE

RECEIVED
NOV
FOR FILING

22-348

3545

Mr. Lewis

November 16, 1951

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from Idanha Lumber Company, Idanha, Oregon, advising that C. M. Merrill owes them $1,778.73 for lumber furnished for construction of a maintenance building extension and sand shed at the Santiam Junction in Linn County, State Highway Contract [illegible]. — 3545

We pass this information to your Company inasmuch as it appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Mr. C. M. Merrill
P. O. Box 601
Newport, Oregon

RECEIVED
FOR FILING

Gus Lewis

November 16, 1951

Idanha Lumber Company
Idanha, Oregon

Attention: Mr. Huber Ray

Gentlemen:

We have your letter of November 15 in which you state that C. M. Merrill owes your Company $1,778.73 for lumber furnished in construction of a maintenance building extension and sand shed at Santiam Junction in Linn County. This job at present is about 85 per cent complete. This contract, as well as all other state highway contracts, is covered by a performance bond which assures satisfactory completion of the contract and payment of all bills incurred in connection with it. The surety on this job is the Continental Casualty Company through Durham and Bates, 901 S. W. Washington, Portland 5.

The State does not make payments direct to claimants, but all claims are noted on the contract record and we advise the surety and the contractor of their receipt, and generally, we require that all bills be paid before the final estimate is released.

If you feel it is necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing we have attached excerpts from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
[illegible]

FAQ:md
Attach.

HUBER RAY RALPH ADAMS JR.

IDANHA LUMBER COMPANY
MANUFACTURERS

OLD GROWTH YELLOW FIR IDANHA, OREGON

November 15, 1951

3545

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We furnished lumber to C. M. Merrill on his contract for sand shed at the Santiam Junction. This was from August to November and total account was $6,278.73. A total payment of $4,500.00 has been received and this was rather slow in coming. Balance left amounts to $1,778.73.

We understand this job is now finished or practically so and we wonder if you can protect us on this balance before you make final settlement with the contractor.

Yours truly,

IDANHA LUMBER COMPANY

By: Huber Ray
Huber Ray

[illegible]

[illegible]
NOV [illegible] 1951
[illegible]

RECEIVED
FOR FILING

October 23, 1951

Request for extension of time
No. 3
November 8 and 9 meeting.

State Highway Commission

Gentlemen:

Re: Santiam Junction Maintenance Building
Extension and Sand Shed
Contract No. 3545
C. M. Merrill, Contractor

C. M. Merrill, contractor for the maintenance building extension and sand shed at Santiam Junction in Linn County, is requesting an extension of time from October 31, 1951 to and including December 30, 1951, for the completion of the work under his contract.

The contractor alleges that the forest fire on Sardine Creek and along the North Umpqua Highway caused closure of the Idanha Lumber Company, and because of the delay in delivery of lumber, he requires this extension of time. The allegation of the contractor is substantially correct, and since the delivery of lumber, the contractor's progress with the work is very satisfactory.

I recommend that the extension of time requested be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attached
PMB:gm

RECEIVED
[illegible] 1951
FOR FILING

22 - 343
3545

August 8, 1951

Mr. C. M. Merrill
P. O. Box 601
Newport, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3545, which was awarded to you on July 17, 1951 by the State Highway Commission, covering construction of maintenance building extension and sand shed at Santiam Junction in Linn County. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 1[illegible] 1951
FOR FILING

22-3408

3545

July 18, 1951

Mr. C. M. Merrill
P. O. Box 601
Newport, Oregon

Dear Mr. Merrill:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3545 for constructing Maintenance Building Extension and Sand Storage Shed at Santiam Junction in Linn County. This award was based on your low bid of $24,355.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
FOR FILING

23-3401

3545

Santiam Jct

Salem, Oregon
April 17, 1951

Mr. E. A. Collier

The Highway Commission in regular session April 12-13, 1951 approved the construction of two 14-foot storage bays estimated to cost $11,000, as an addition to the equipment storage building at the junction of the Santiam and North Santiam Highways.

W. W. Stiffler

cc to Mr. G. S. Paxson
Mr. S. H. Probert

March 16, 1951

Santiam Jct.

Oregon State Highway Commission

Gentlemen

We have an item in the 1951 budget for capital improvements wherein we propose to construct two 14-foot storage bays as an addition to the equipment storage building at Santiam Junction. A design has been prepared by Mr. Paxson, Bridge Engineer, wherein he follows the same type of architecture as the original building and the same type of materials, with an estimate of cost as follows:

Construct an addition to building - - - - - - - - - - - -	$ 9,500
Engineering and contingencies, 12½ per cent - - - - - - - - -	1,190
Miscellaneous state force grading, surfacing, et cetera - -	310
Total estimated cost - - - - - - - - - - - - - - - - -	$11,000

Your approval is respectfully requested to advertise this project for construction by contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er hi
cc Mr. [illegible] C. Williams
Mr. W. W. Stiffler
Mr. [illegible] H. Hawke

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1951

SUBJECT: Santiam Junction Building Extension

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

We have in our 1951 Maintenance Station Improvement Budget an item covering the extension of existing maintenance station at Santiam Junction.

We attach hereto plans prepared by Mr. Paxson showing the proposed addition to the Santiam Junction Maintenance Building Drawings 6747 and 9825-27. This plan contemplates the addition of two bays on the west end of the present building, to be constructed of similar material to conform to the lines and finish of the existing building. Two up-lift doors will be provided and the floor in the addition will be paved to permit use as an auxiliary shop unit.

Mr. Paxson's estimate of cost for this extension is $9,500, to which should be added 12½ percent for contingencies and engineering, and state force work in the amount of $310.00, making a total of $11,000. The budget item for this extension plus amounts set up for two small items that may be deferred is $8200.00. We recommend that authority be obtained to proceed with the contract construction of this addition, inasmuch as it is urgently needed in connection with snow plowing operations at this location. We will be able to make adjustments in the remaining part of our Maintenance Station Improvement Budget to compensate for the anticipated overrun.

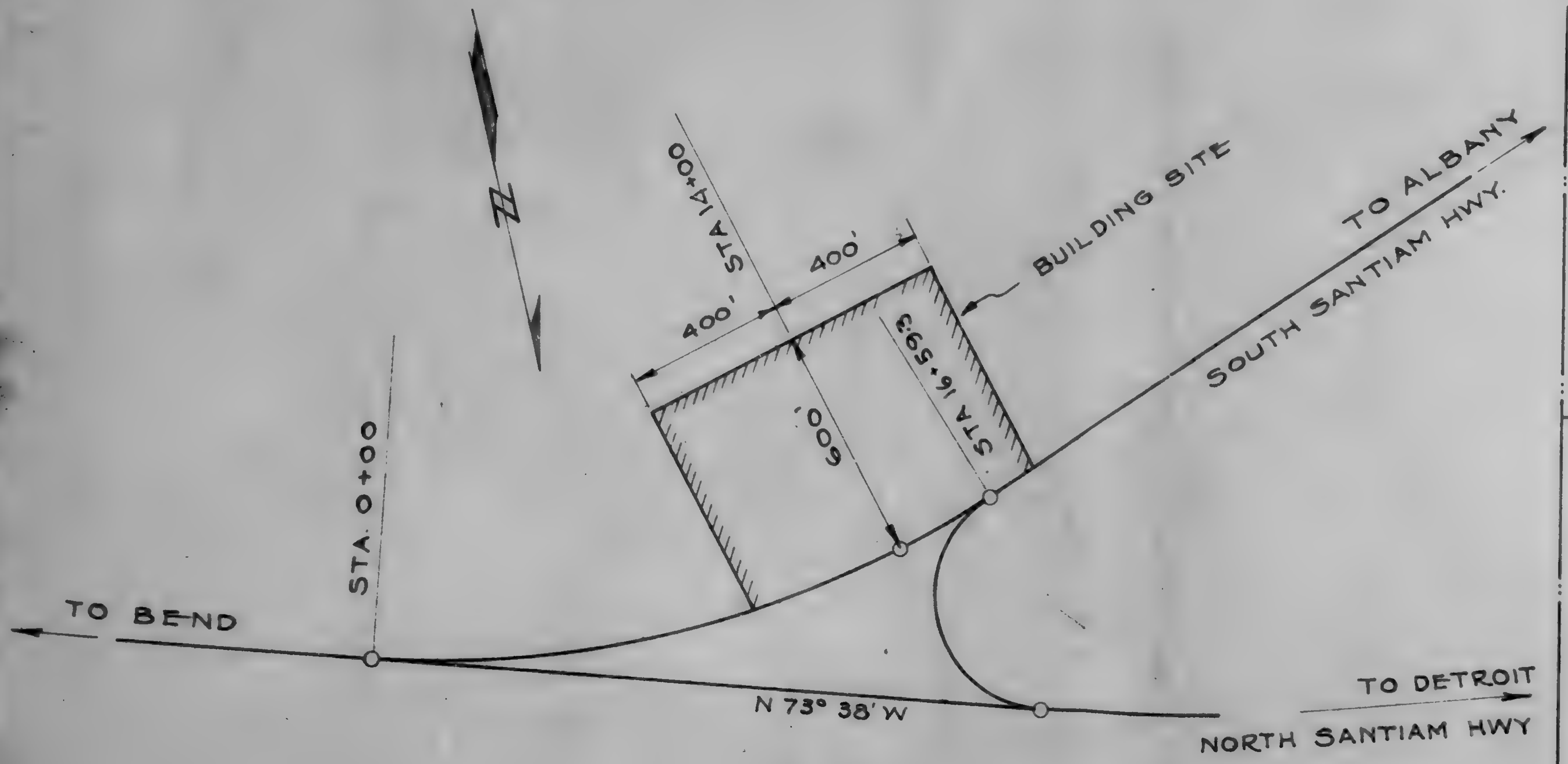
Very truly yours,

IADeFrance

I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

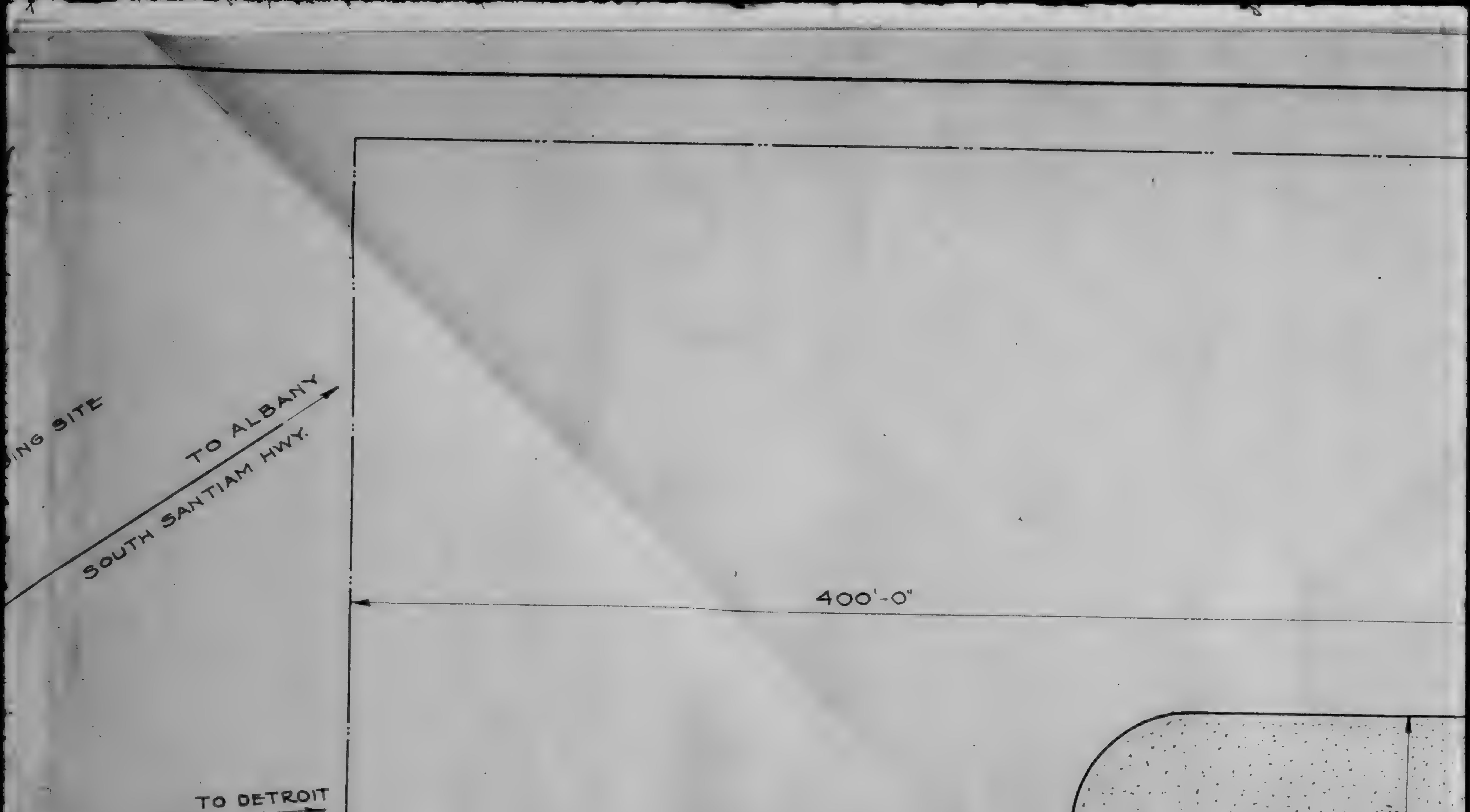
IAD/bj
Encls.

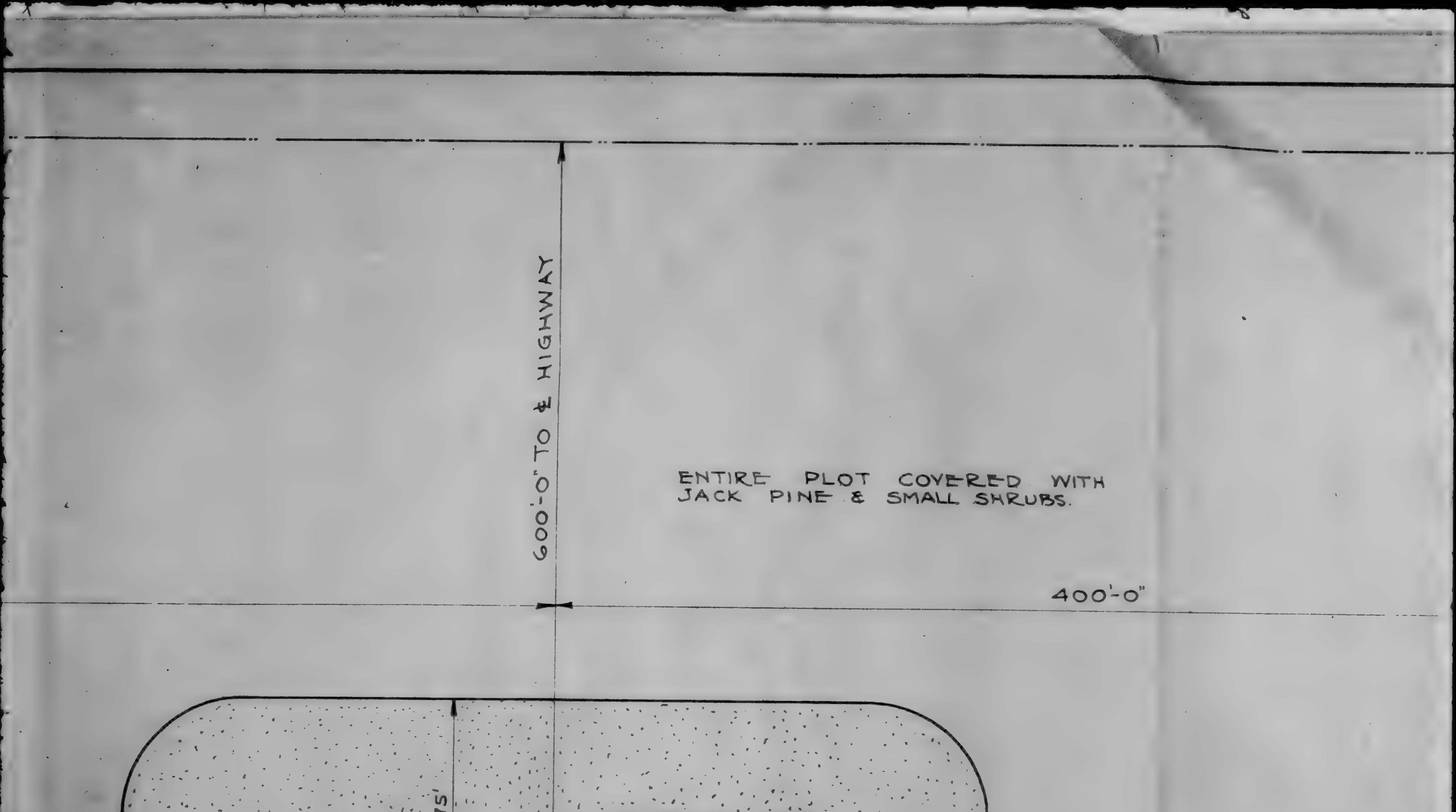


LOCATION MAP

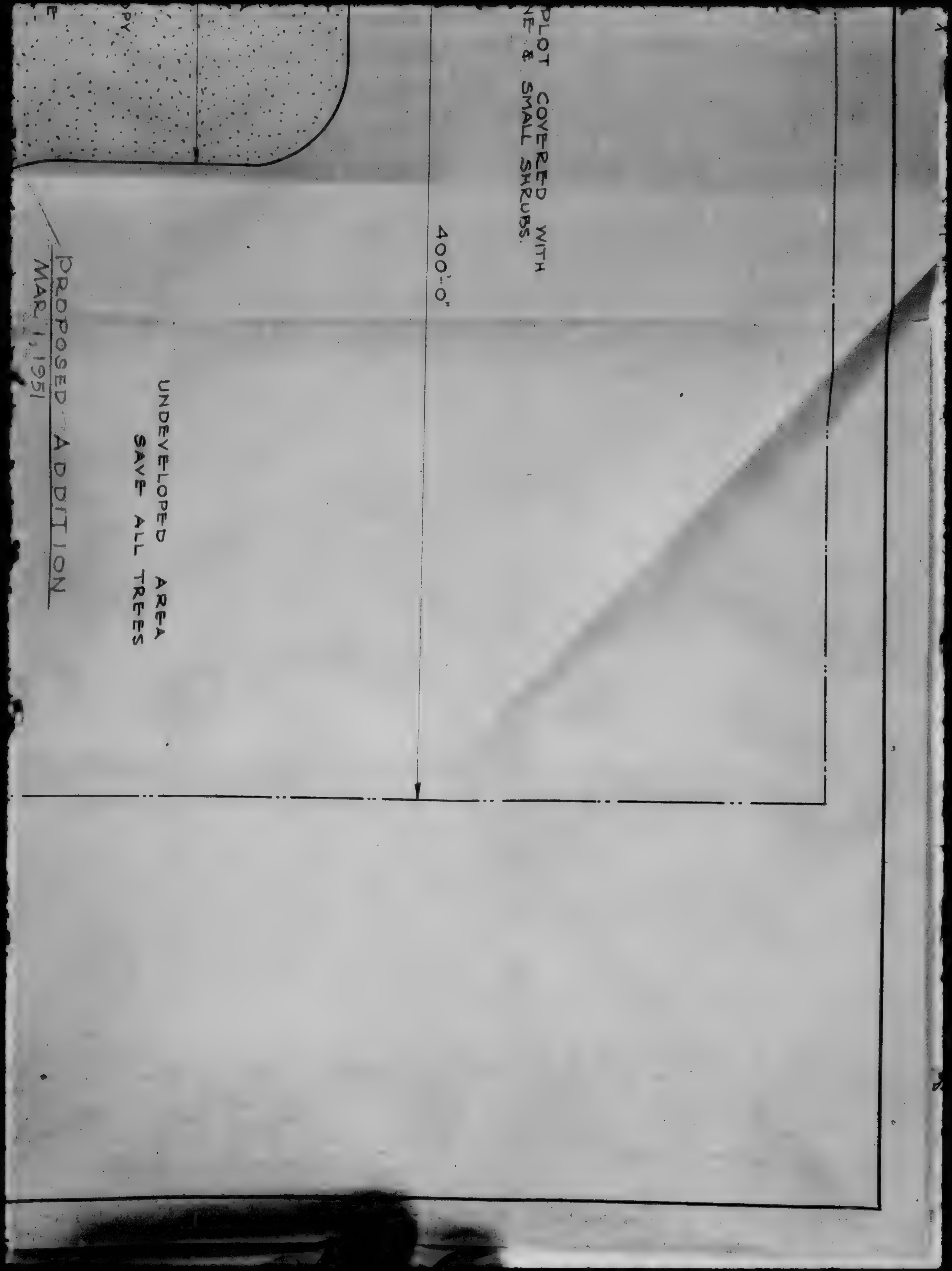
75', 4"
IN GRAY
2

NOTE


ING SITE
TO ALBANY
SOUTH SANTIAM HWY.
TO DETROIT
NORTH SANTIAM HWY
400'-0"
150'
75'
75'
UNDEVELOPED AREA
SAVE ALL TREES
75', 4" OPEN DRAIN TILE
IN GRAVEL OR TALUS FILLED TRENCH
20' 4" SEWER PIPE

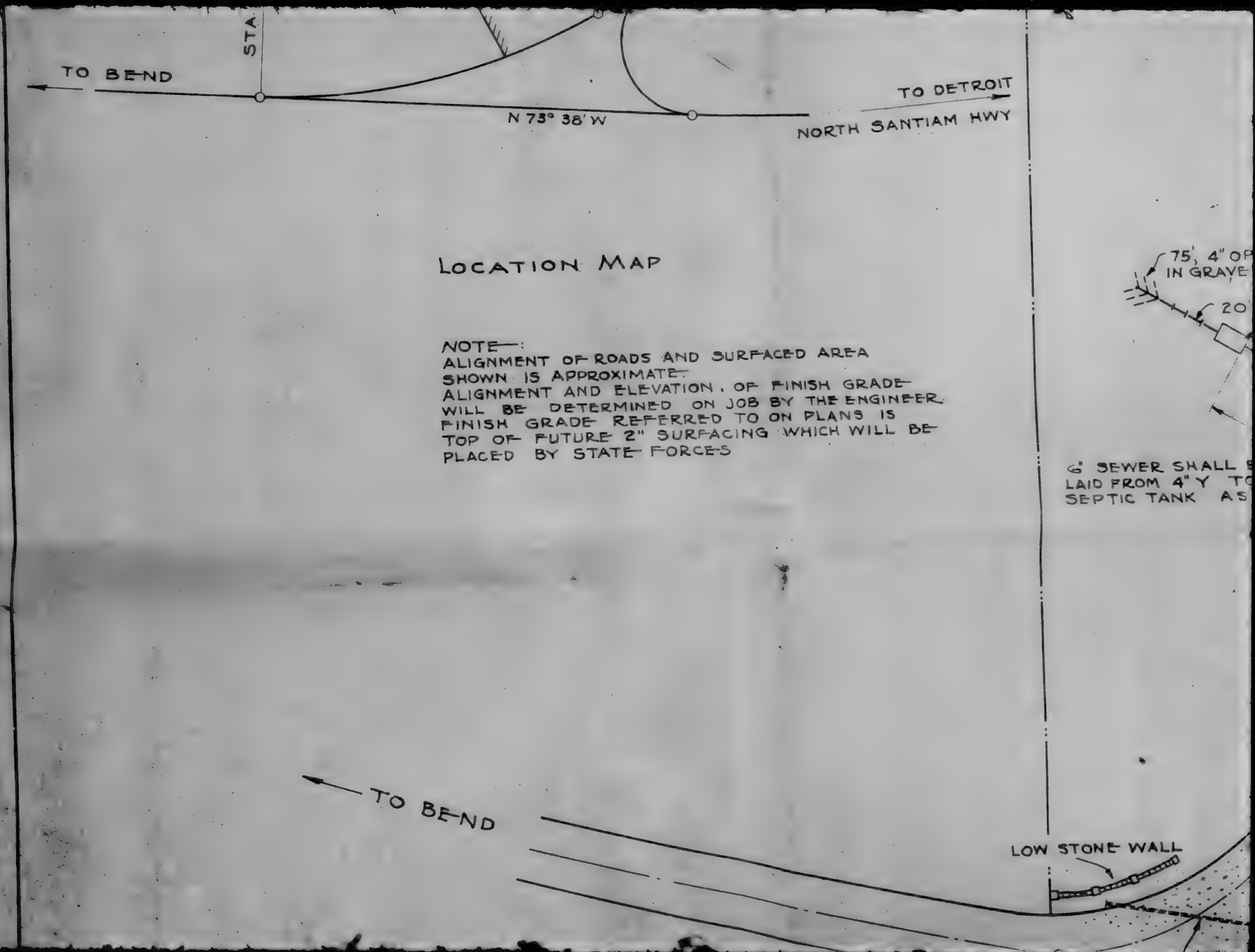


PROPOSED ADDITI
MAR 1, 1951



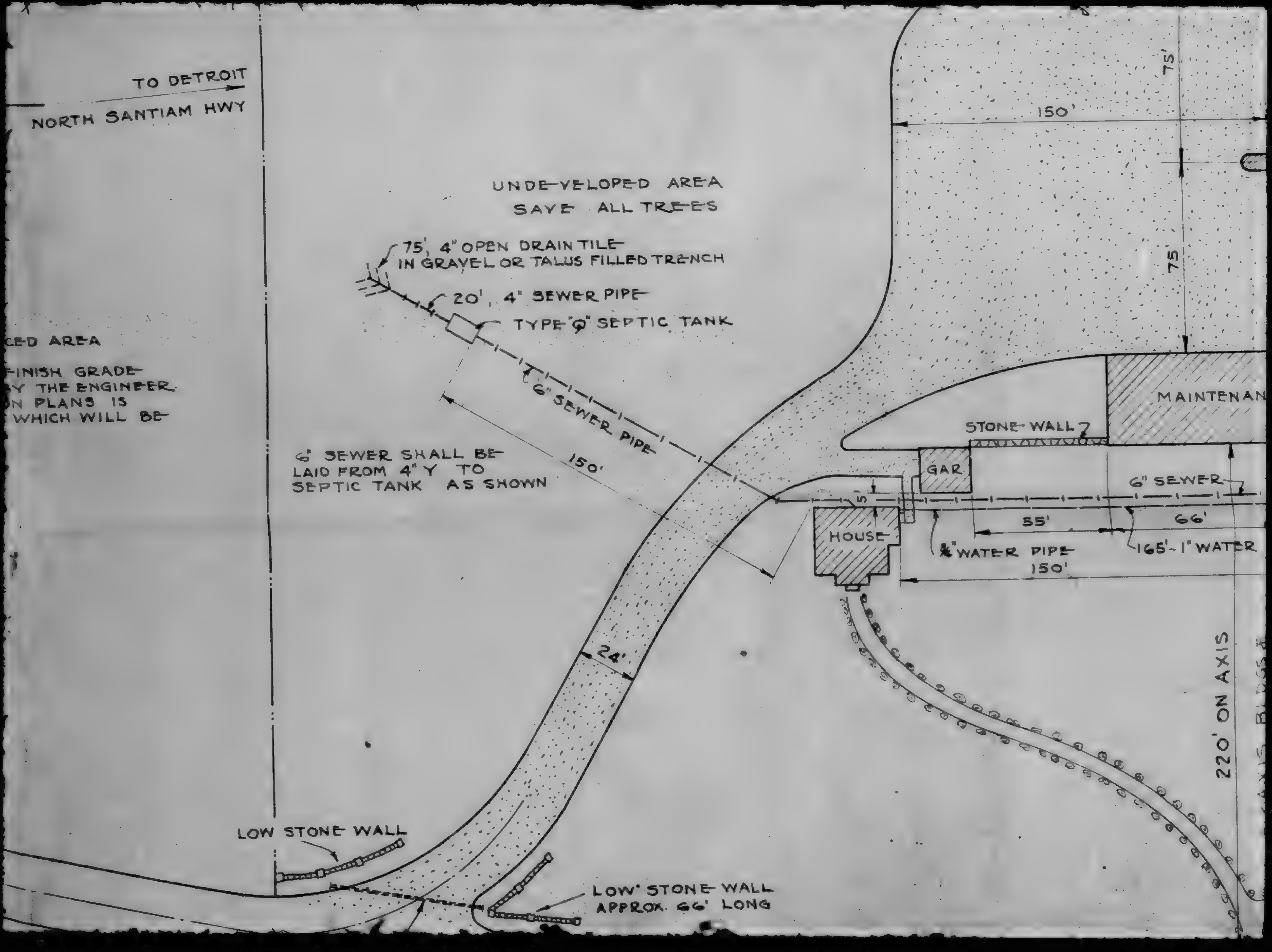
PROPOSED ADDITION

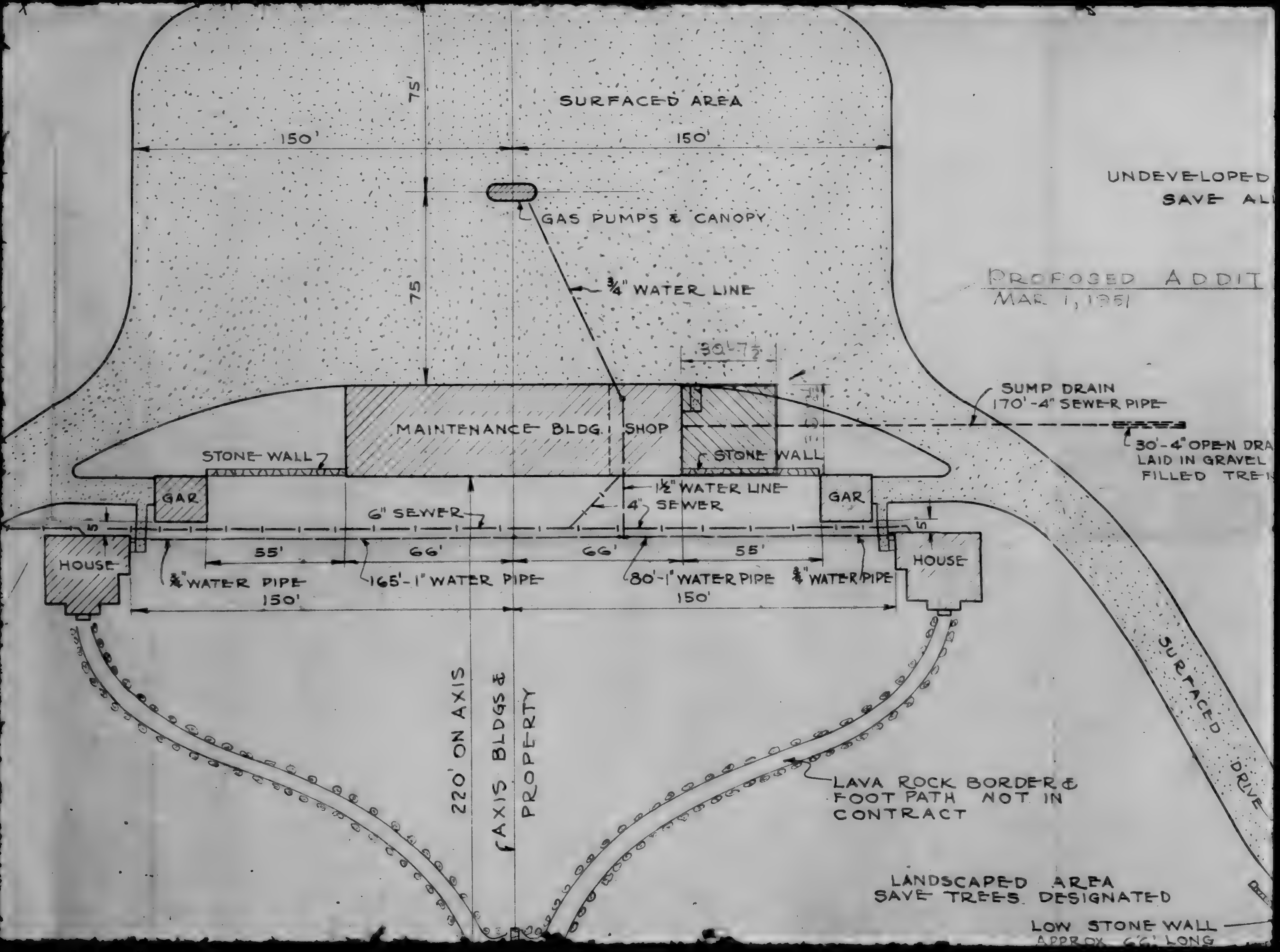
MAR. 1, 1951

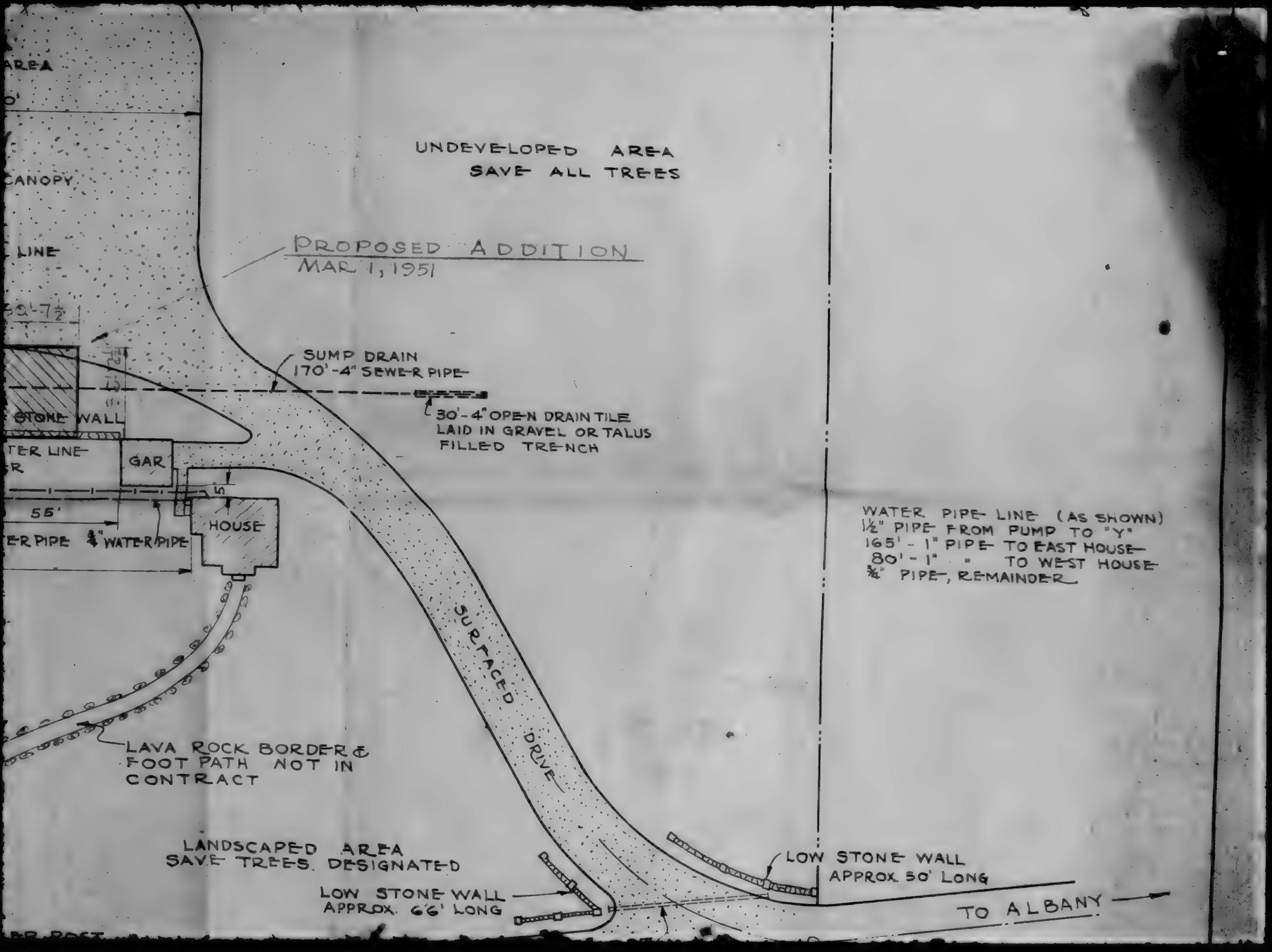


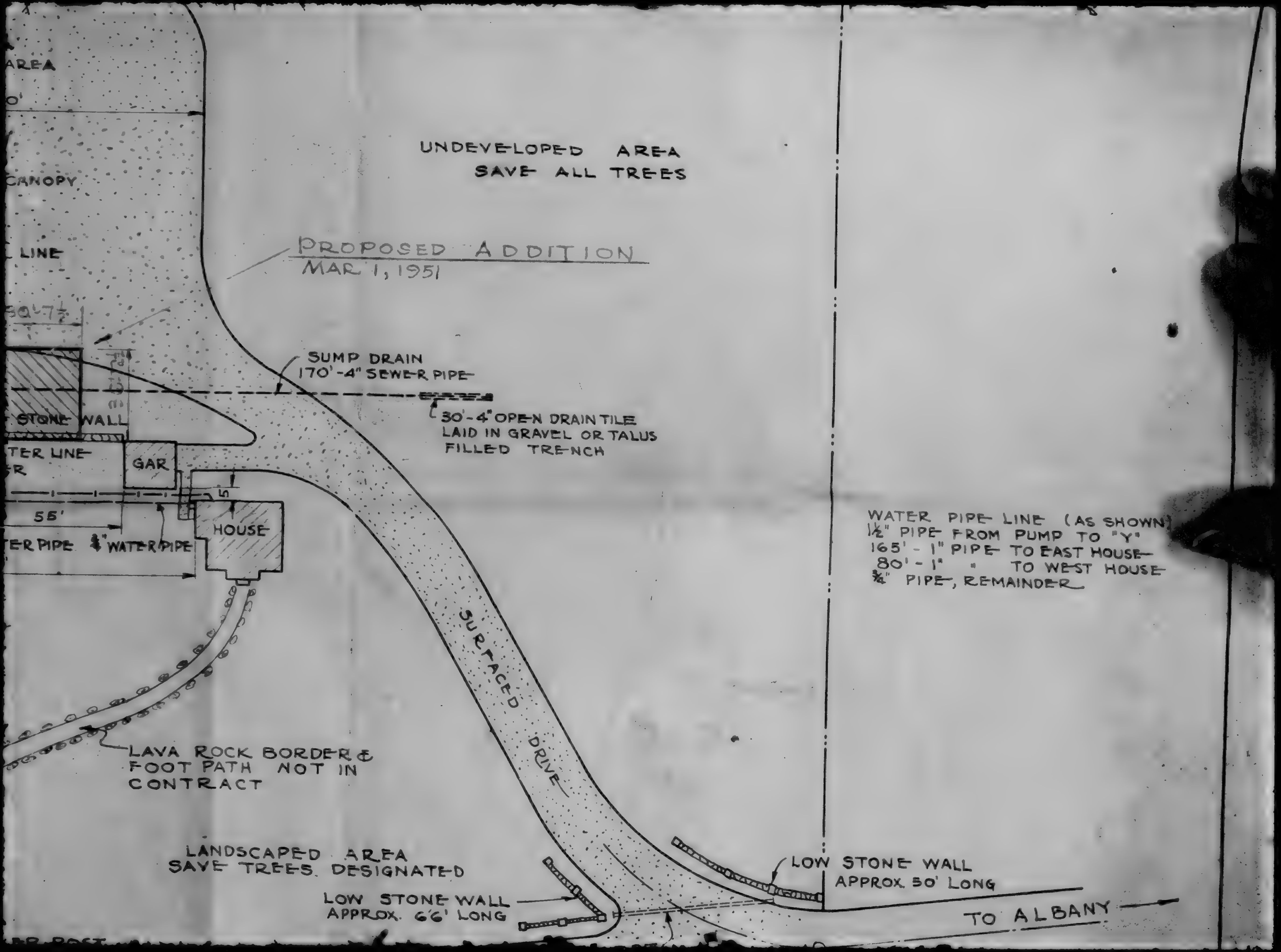
LOCATION MAP

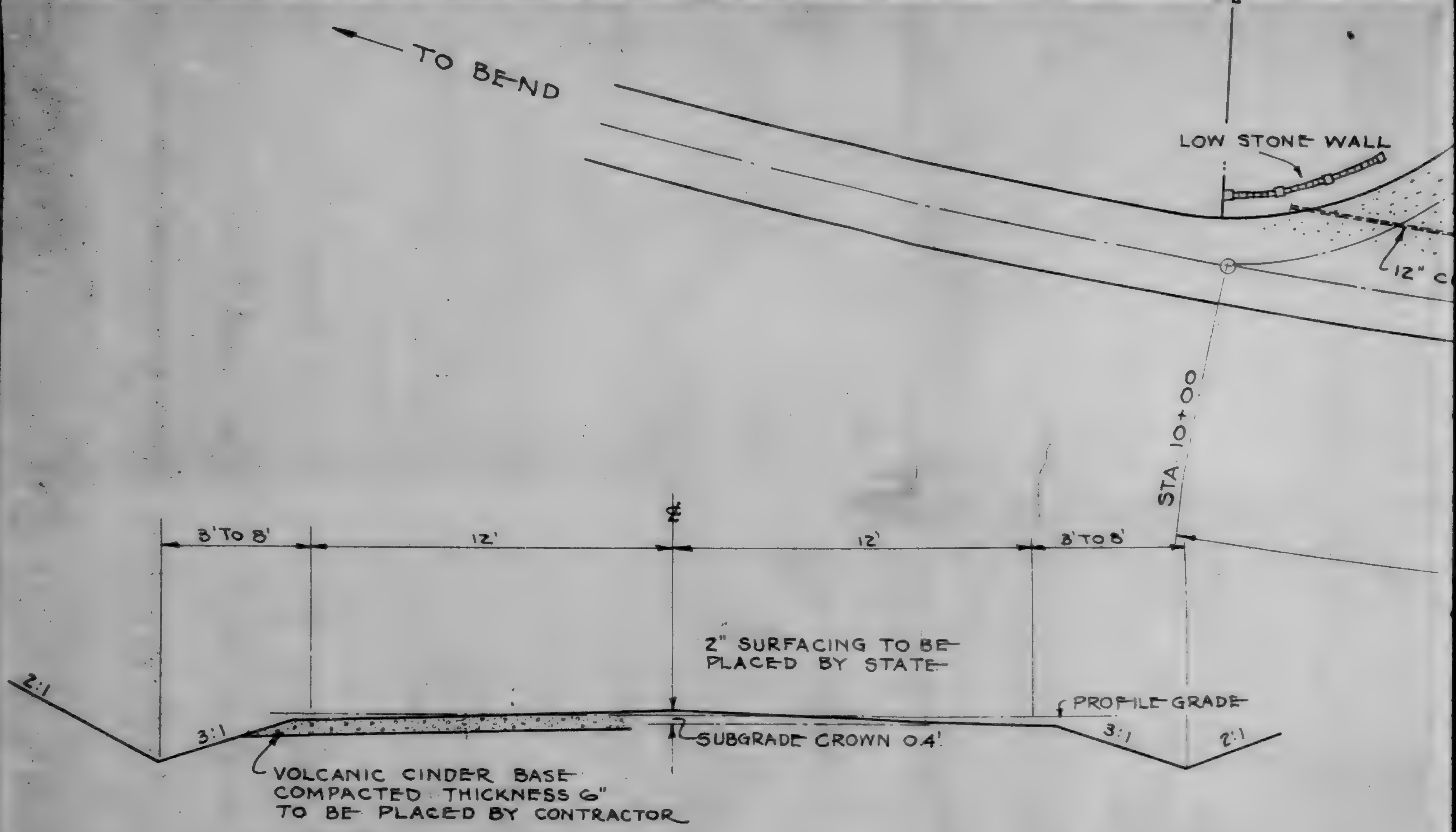
NOTE:
ALIGNMENT OF ROADS AND SURFACED AREA SHOWN IS APPROXIMATE.
ALIGNMENT AND ELEVATION, OF FINISH GRADE WILL BE DETERMINED ON JOB BY THE ENGINEER.
FINISH GRADE REFERRED TO ON PLANS IS TOP OF FUTURE 2" SURFACING WHICH WILL BE PLACED BY STATE FORCES


TO DETROIT
NORTH SANTIAM HWY
UNDEVELOPED AREA
SAVE ALL TREES
75', 4" OPEN DRAIN TILE
IN GRAVEL OR TALUS FILLED TRENCH
20', 4" SEWER PIPE
TYPE "Q" SEPTIC TANK
CED AREA
FINISH GRADE
Y THE ENGINEER
N PLANS IS
WHICH WILL BE
6" SEWER PIPE
6" SEWER SHALL BE
LAID FROM 4" Y TO
SEPTIC TANK AS SHOWN
150'
24'
LOW STONE WALL
LOW STONE WALL
APPROX. 66' LONG
HOUSE
5'
GAR
STONE WALL
MAINTENAN
6" SEWER
55'
66'
¾" WATER PIPE
165'-1" WATER
150'
150'
75'
75'
220' ON AXIS
AXIS BLDGS &

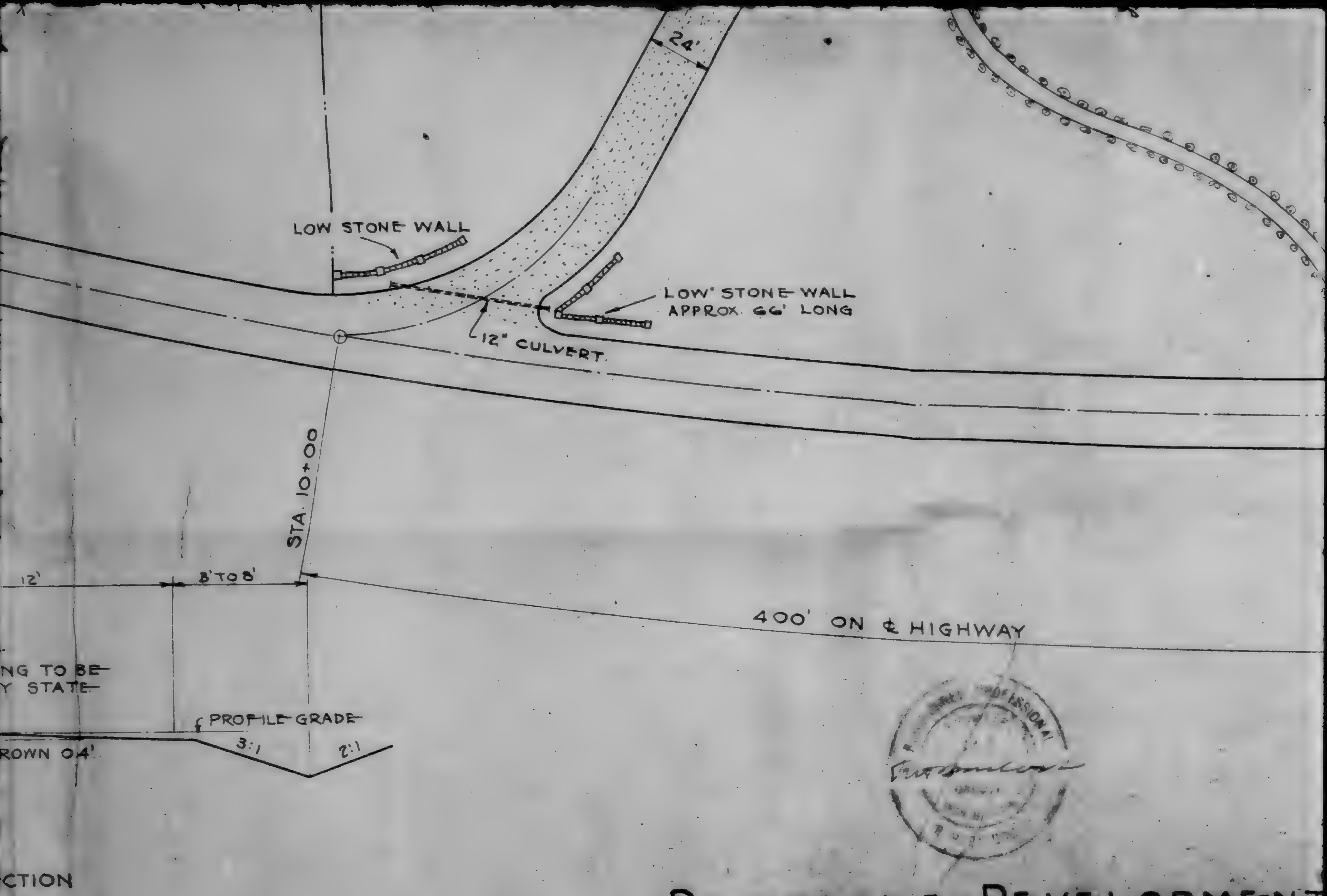

SURFACED AREA
75'
150'
150'
75'
GAS PUMPS & CANOPY
¾" WATER LINE
UNDEVELOPED
SAVE AL
PROPOSED ADDIT
MAR 1, 1951
30'-7½"
SUMP DRAIN
170'-4" SEWER PIPE
30'-4" OPEN DRA
LAID IN GRAVEL
FILLED TRE
MAINTENANCE BLDG.
SHOP
STONE WALL
STONE WALL
GAR
GAR
1½" WATER LINE
4" SEWER
6" SEWER
5'
5'
HOUSE
HOUSE
55'
66'
66'
55'
¾" WATER PIPE
165'-1" WATER PIPE
80'-1" WATER PIPE
¾" WATER PIPE
150'
150'
220' ON AXIS
AXIS BLDGS & PROPERTY
SURFACED DRIVE
LAVA ROCK BORDER & FOOT PATH NOT IN CONTRACT
LANDSCAPED AREA
SAVE TREES DESIGNATED
LOW STONE WALL
APPROX 66' LONG


AREA
0'
CANOPY
LINE
32'-7½
UNDEVELOPED AREA
SAVE ALL TREES
PROPOSED ADDITION
MAR 1, 1951
SUMP DRAIN
170'-4" SEWER PIPE
30'-4" OPEN DRAIN TILE
LAID IN GRAVEL OR TALUS
FILLED TRENCH
STONE WALL
TER LINE
R
GAR
5
55'
ER PIPE
¾" WATER PIPE
HOUSE
WATER PIPE LINE (AS SHOWN)
1½" PIPE FROM PUMP TO "Y"
165' - 1" PIPE TO EAST HOUSE
80' - 1" " TO WEST HOUSE
¾" PIPE, REMAINDER
SURFACED DRIVE
LAVA ROCK BORDER &
FOOT PATH NOT IN
CONTRACT
LANDSCAPED AREA
SAVE TREES. DESIGNATED
LOW STONE WALL
APPROX. 66' LONG
LOW STONE WALL
APPROX. 50' LONG
TO ALBANY


AREA
CANOPY
LINE
59'-7½
STONE WALL
TER LINE
R
GAR
5
55'
HOUSE
TER PIPE ¾" WATER PIPE
UNDEVELOPED AREA
SAVE ALL TREES
PROPOSED ADDITION
MAR 1, 1951
SUMP DRAIN
170'-4" SEWER PIPE
30'-4" OPEN DRAIN TILE
LAID IN GRAVEL OR TALUS
FILLED TRENCH
SURFACED DRIVE
WATER PIPE LINE (AS SHOWN)
1½" PIPE FROM PUMP TO "Y"
165' - 1" PIPE TO EAST HOUSE
80' - 1" " TO WEST HOUSE
¾" PIPE, REMAINDER
LAVA ROCK BORDER &
FOOT PATH NOT IN
CONTRACT
LANDSCAPED AREA
SAVE TREES. DESIGNATED
LOW STONE WALL
APPROX. 66' LONG
LOW STONE WALL
APPROX. 50' LONG
TO ALBANY

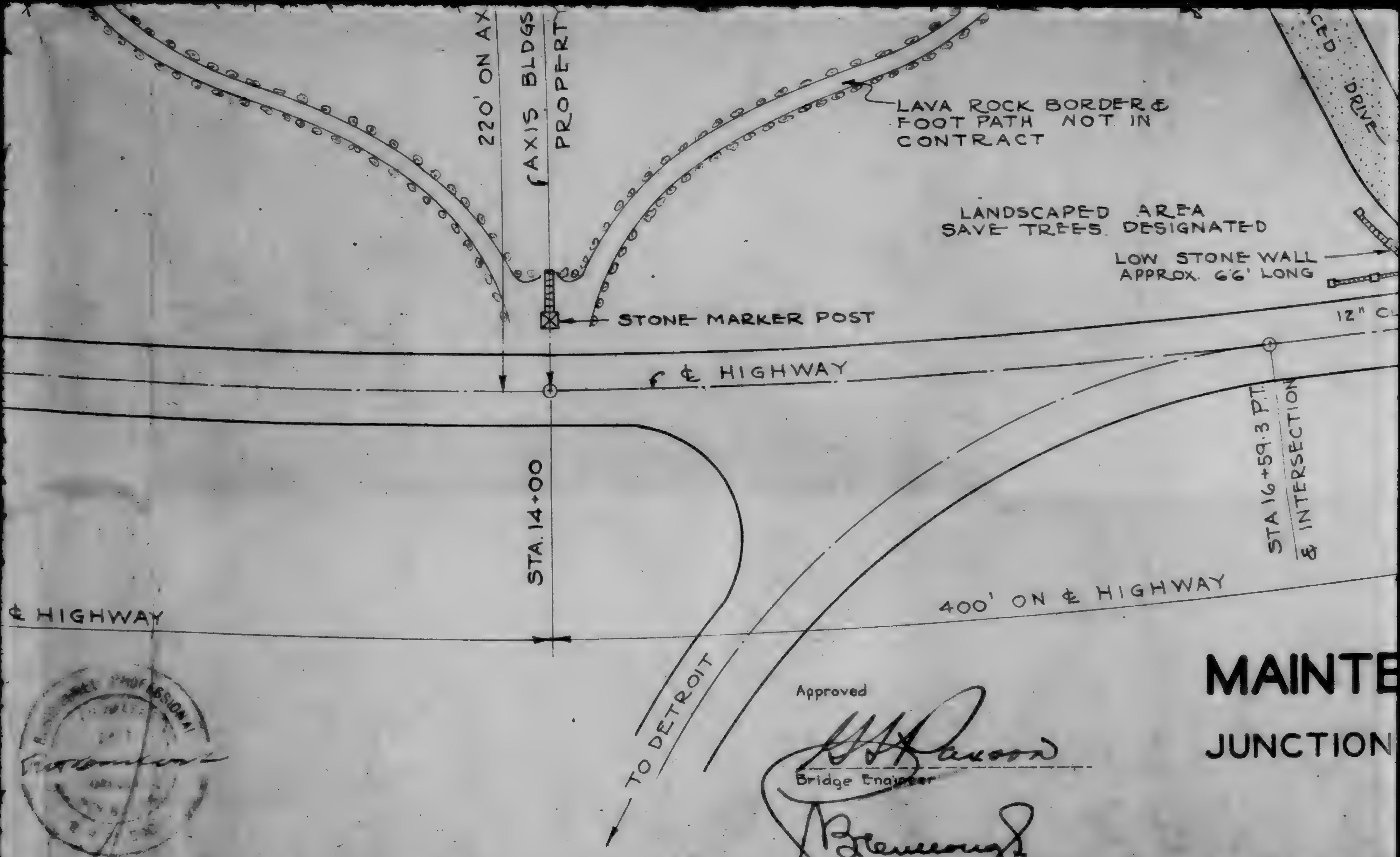

TO BEND
LOW STONE WALL
12" C
STA 10+00
3'TO 8'
12'
12'
8'TO 8'
2" SURFACING TO BE PLACED BY STATE
PROFILE GRADE
2:1
3:1
SUBGRADE CROWN 0.4'
3:1
2:1
VOLCANIC CINDER BASE COMPACTED THICKNESS 6" TO BE PLACED BY CONTRACTOR

TYPICAL ROADWAY SECTION



PROPOSED DEVELOPMENT

SCALE 1"-40'-0"



MAINTE

JUNCTION

Approved

Bridge Engineer

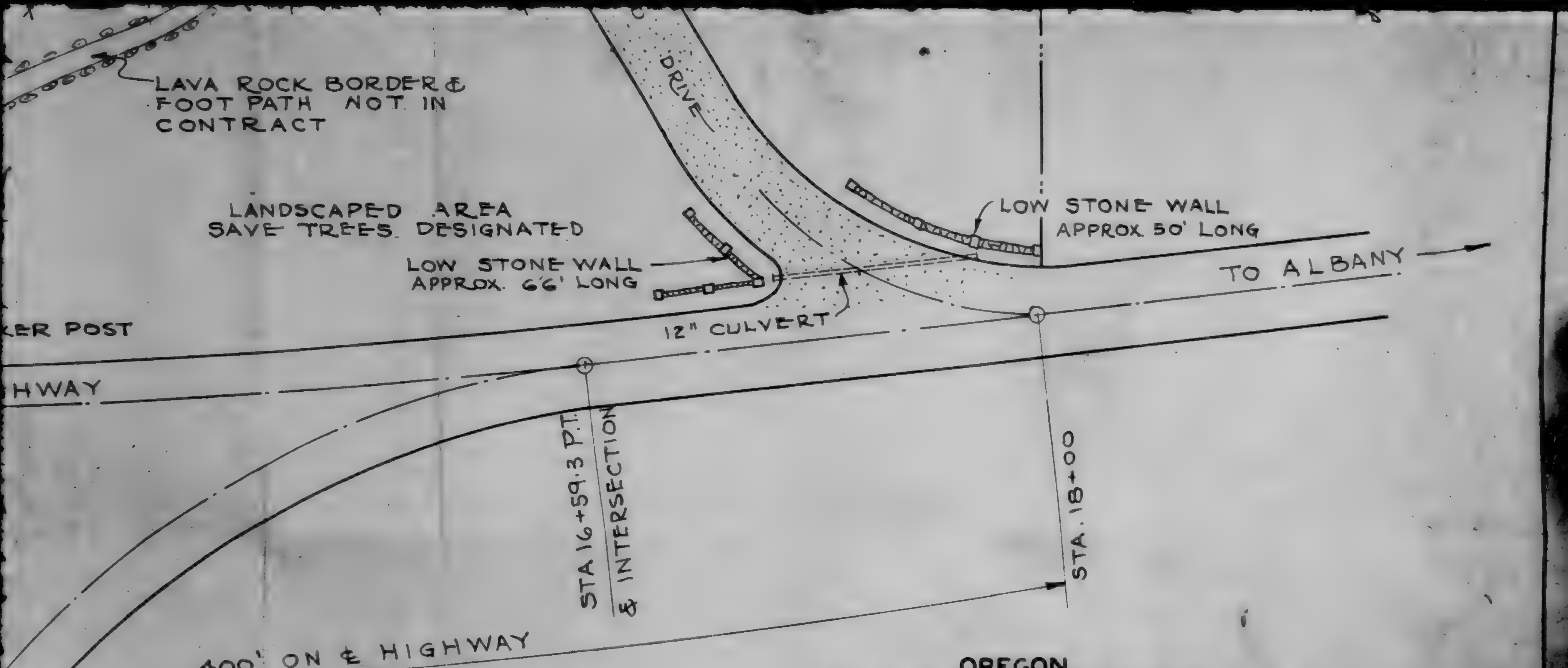
Asst. State Highway Engineer

State Highway Engineer.

SCALE AS NOTED
JUNE 5 1939
CALC. BK. NO.
ACCOMPANIED B

E-D DEVELOPMENT

SCALE 1'-40'-0"


LAVA ROCK BORDER & FOOT PATH NOT IN CONTRACT
DRIVE
LANDSCAPED AREA SAVE TREES DESIGNATED
LOW STONE WALL APPROX. 66' LONG
LOW STONE WALL APPROX. 50' LONG
TO ALBANY
ER POST
12" CULVERT
HWAY
STA 16+59.3 P.T. & INTERSECTION
STA. 18+00
400' ON ℄ HIGHWAY

Approved

Bridge Engineer

Asst. State Highway Engineer

State Highway Engineer.

OREGON
STATE HIGHWAY COMMISSION

MAINTENANCE PATROL STATION

AT

JUNCTION OF NORTH & SOUTH SANTIAM HWYS.

LINN COUNTY

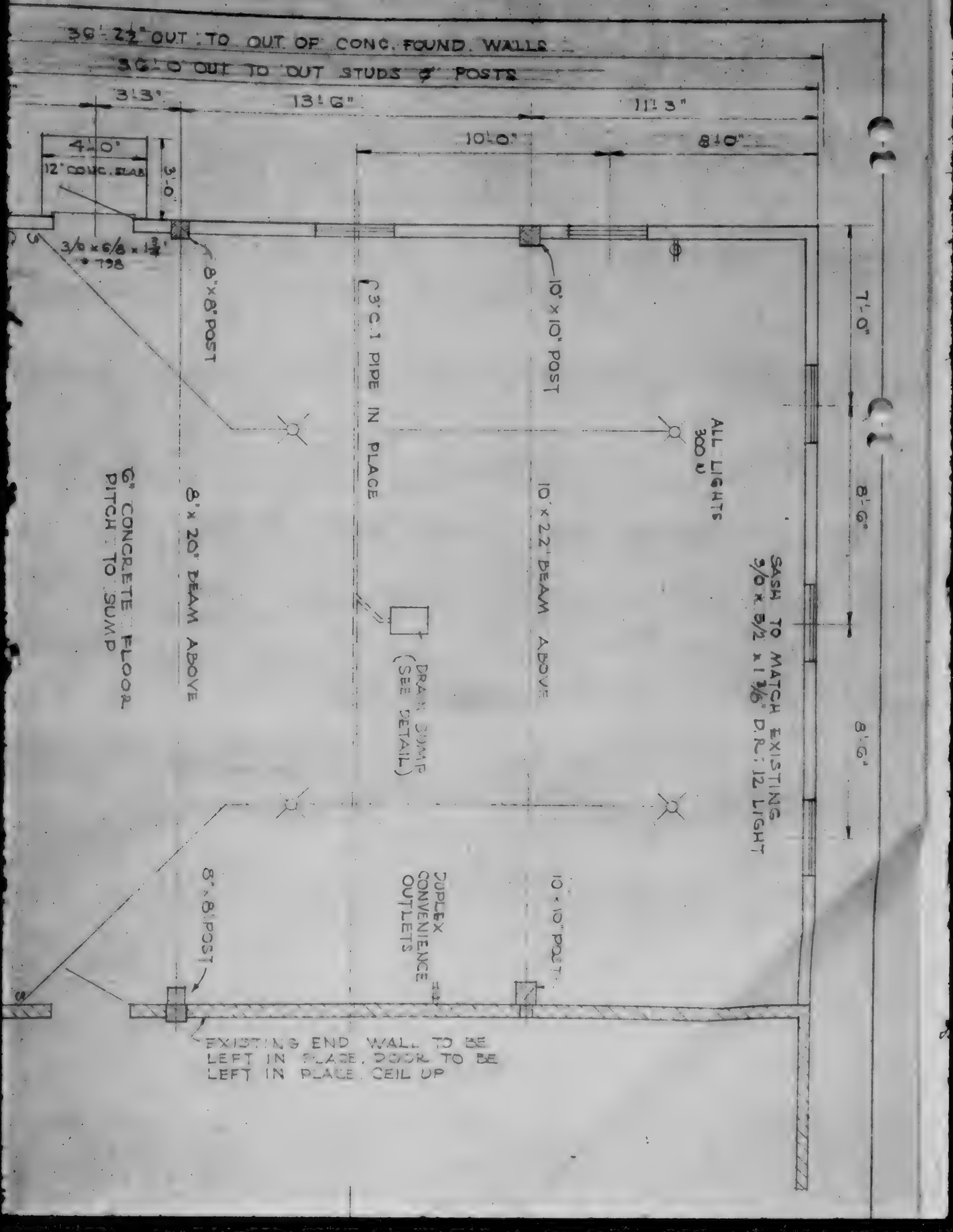
PLOT PLAN

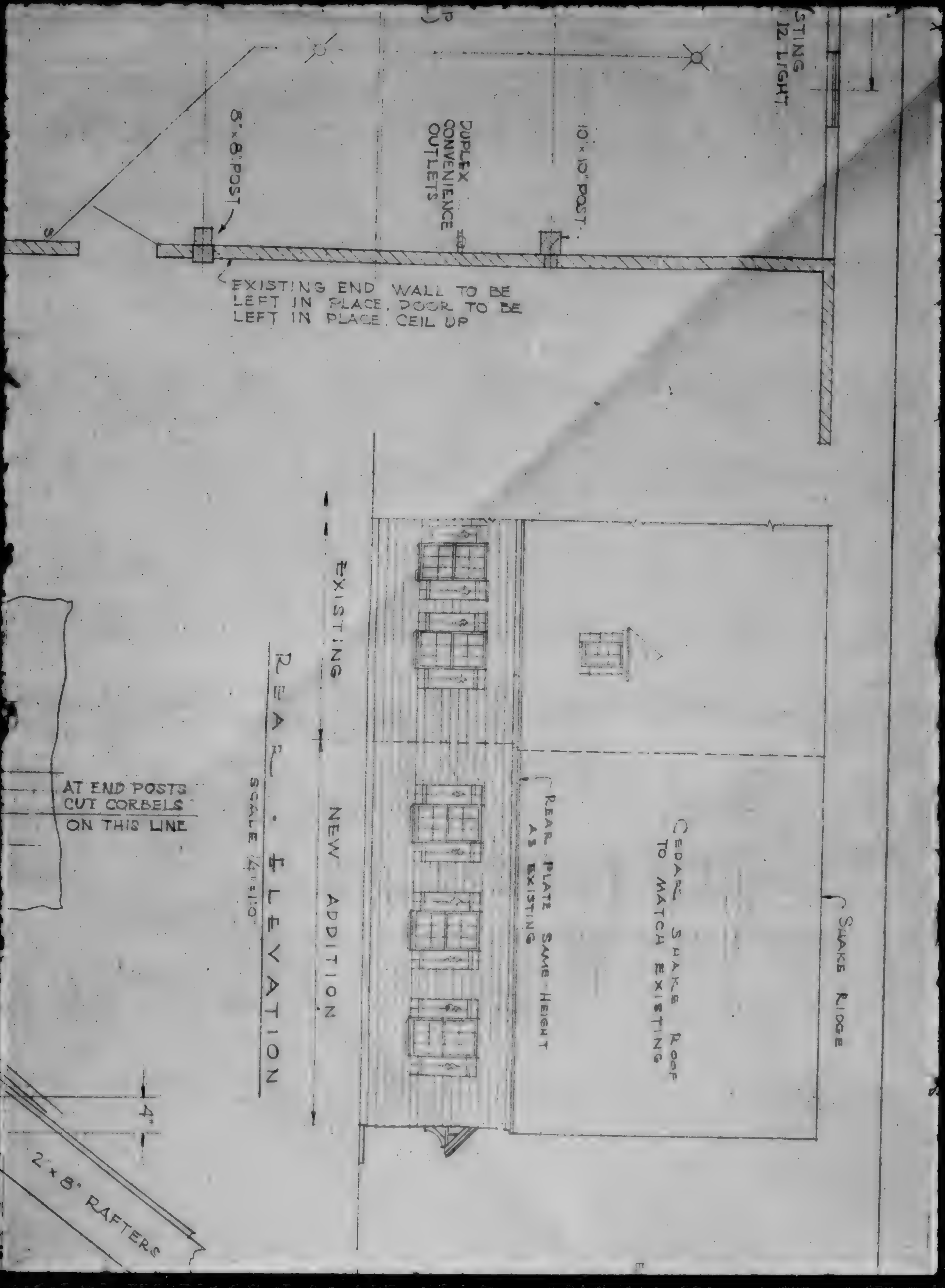
SCALE AS NOTED
JUNE 5 1939
CALC. BK. NO.

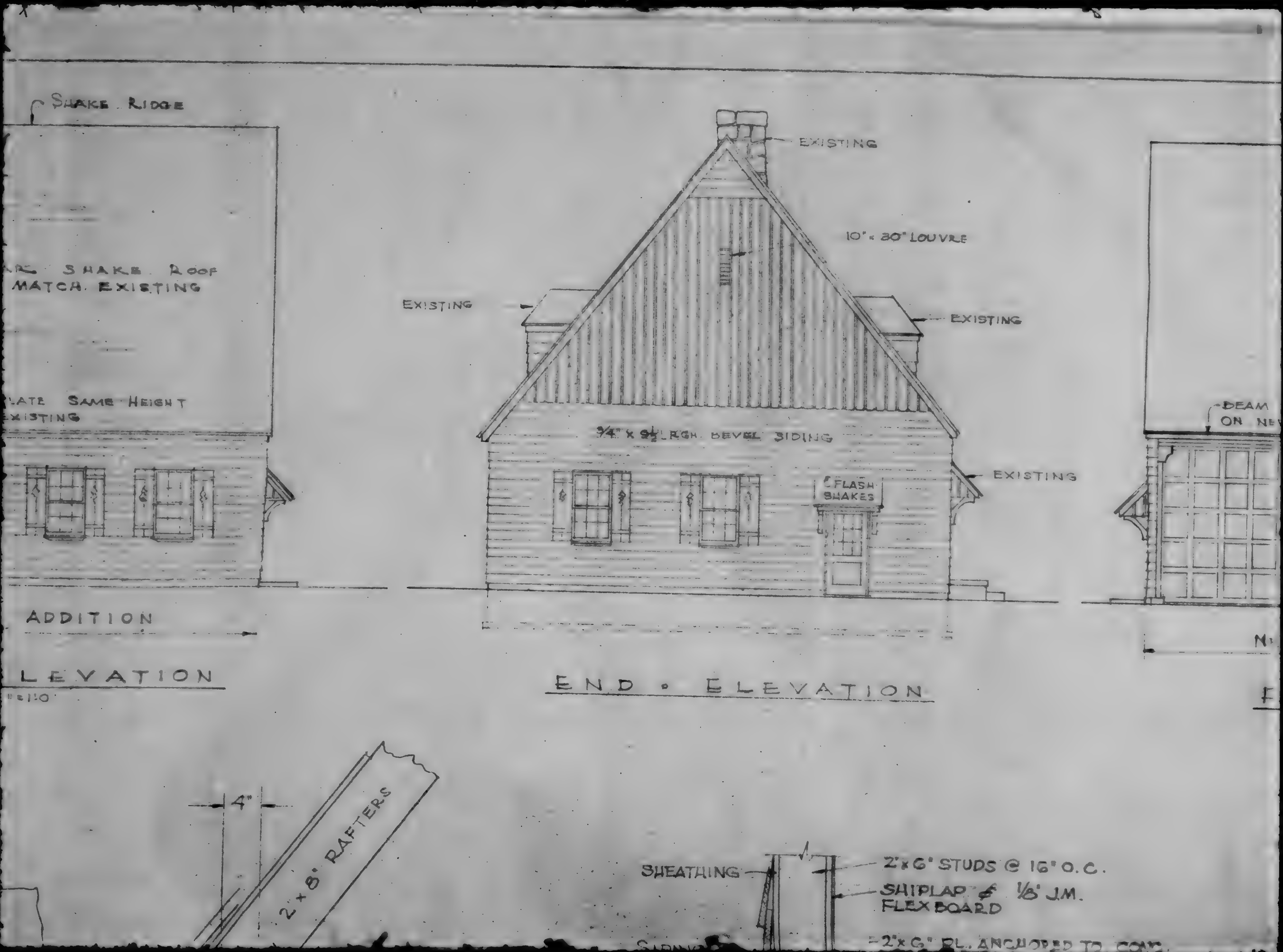
DRAWN BY C.C.S.
TRACED BY T.C.R.
CHECKED BY

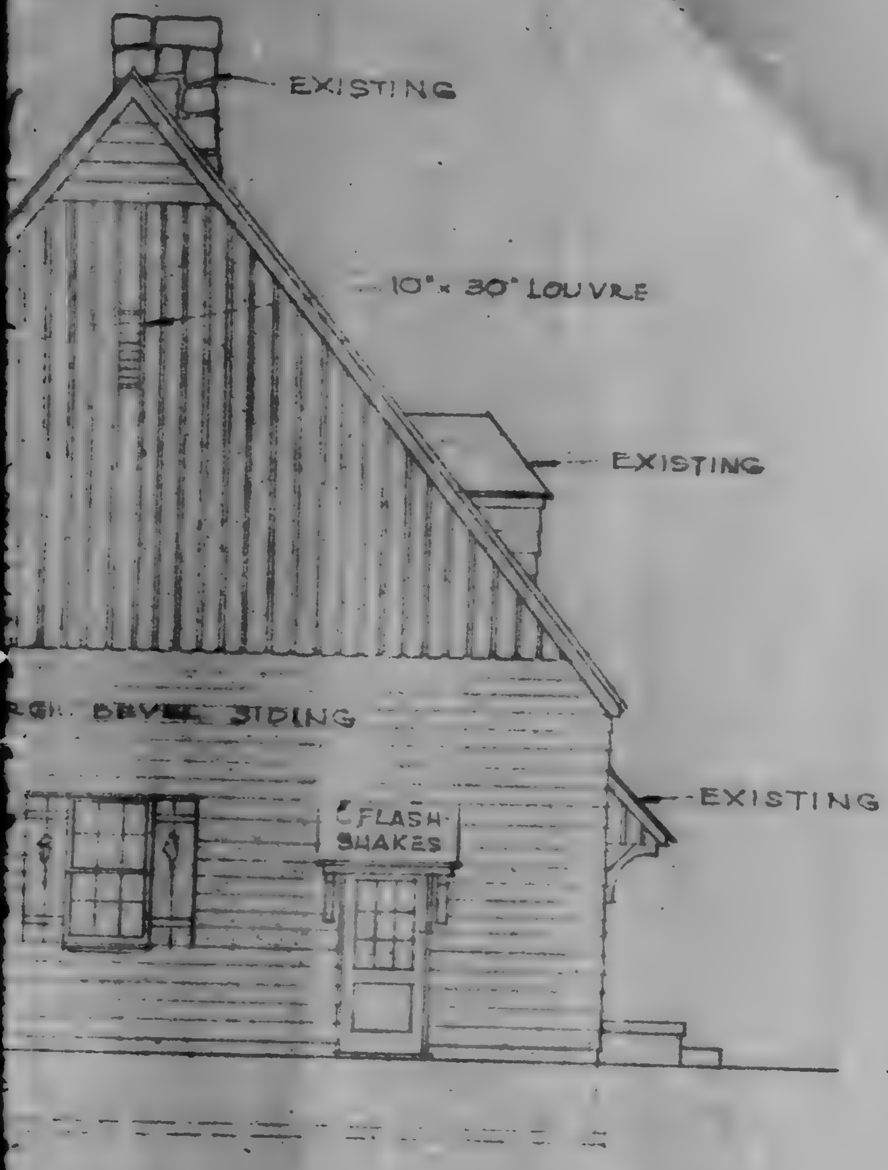
SHEET 1 OF 4
BRIDGE NO. 2630
DRAWING NO. 6747

ACCOMPANIED BY DWGS. NO. 9825-26-27

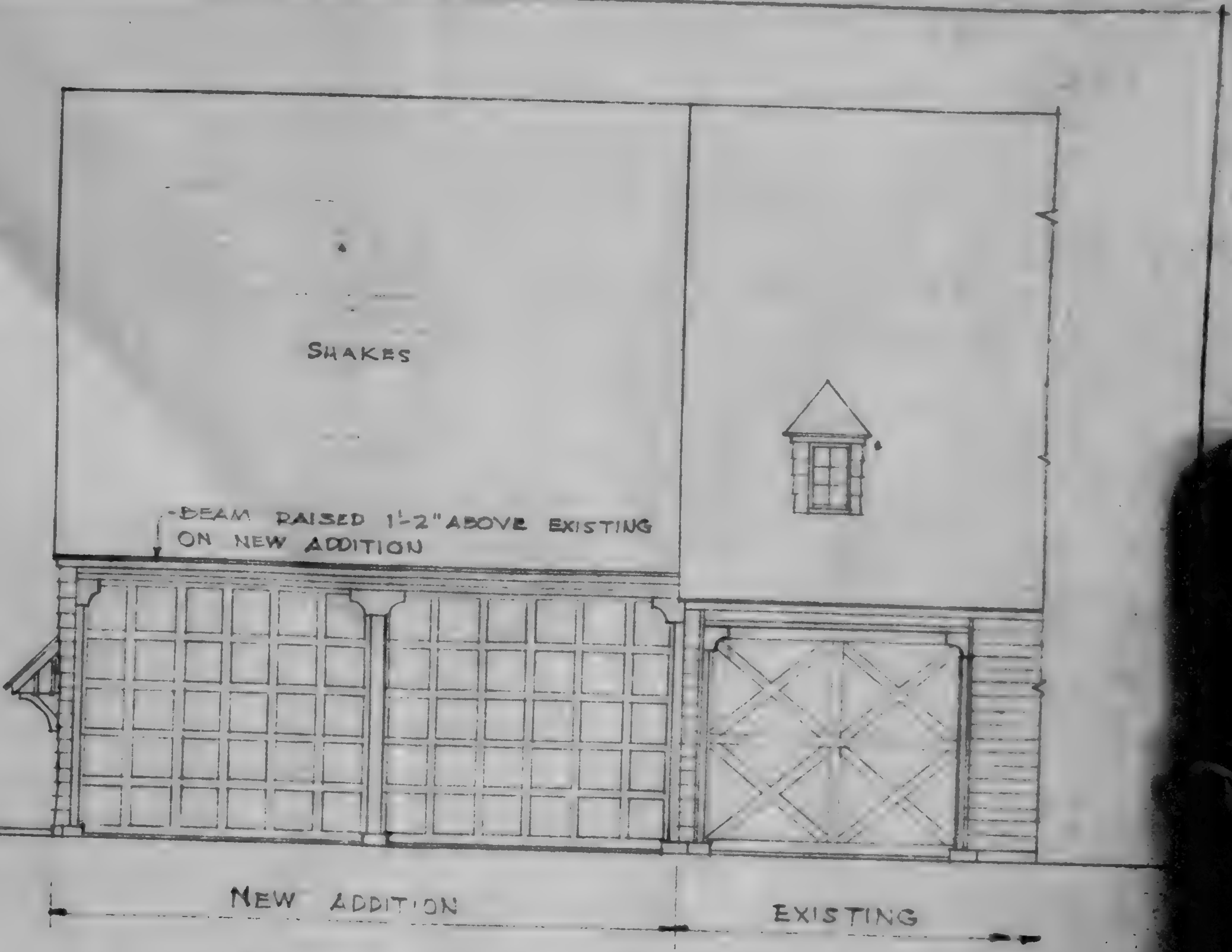

38'-2½" OUT TO OUT OF CONC. FOUND. WALLS
36'-0 OUT TO OUT STUDS & POSTS
3'-3"
13'-6"
11'-3"
10'-0"
8'-0"
4'-0"
12" CONC. SLAB
3'-0
3/0 x 6/8 x 1¾"
# 798
8"x8" POST
3" C.I PIPE IN PLACE
10"x10" POST
7'-0"
8'-6"
8'-6"
ALL LIGHTS
300 W
6" CONCRETE FLOOR
PITCH TO SUMP
8"x 20" BEAM ABOVE
10"x 22" BEAM ABOVE
DRAIN SUMP
(SEE DETAIL)
SASH TO MATCH EXISTING
3/0 x 3/2 x 1 3/8" D.R. 12 LIGHT
DUPLEX
CONVENIENCE
OUTLETS
8"x8" POST
10"x10" POST
EXISTING END WALL TO BE
LEFT IN PLACE. DOOR TO BE
LEFT IN PLACE. CEIL UP


STING
12 LIGHT
8" x 8" POST
DUPLEX CONVENIENCE OUTLETS
10" x 10" POST
EXISTING END WALL TO BE LEFT IN PLACE. DOOR TO BE LEFT IN PLACE. CEIL UP
EXISTING
NEW ADDITION
REAR · ELEVATION
SCALE 1/4"=1'0"
REAR PLATE SAME HEIGHT AS EXISTING
CEDAR SHAKE ROOF TO MATCH EXISTING
SHAKE RIDGE
AT END POSTS CUT CORBELS ON THIS LINE
4"
2" x 8" RAFTERS

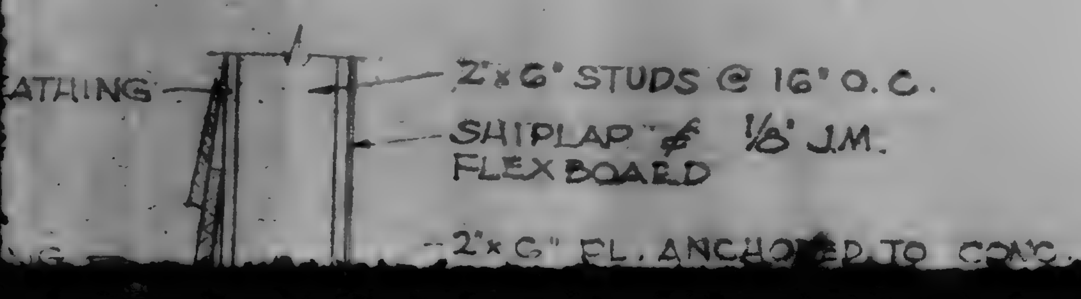

SHAKE RIDGE
SHAKE ROOF
MATCH EXISTING
PLATE SAME HEIGHT
EXISTING
ADDITION
LEVATION
=1'0"
EXISTING
10" x 30" LOUVRE
EXISTING
EXISTING
3/4" x 9½" RGH. BEVEL SIDING
FLASH
SHAKES
EXISTING
END • ELEVATION
BEAM
ON NEW
4"
2" x 8" RAFTERS
SHEATHING
2" x 6" STUDS @ 16" O.C.
SHIPLAP & 1/8" J.M.
FLEXBOARD
2" x 6" PL. ANCHORED TO CONC.

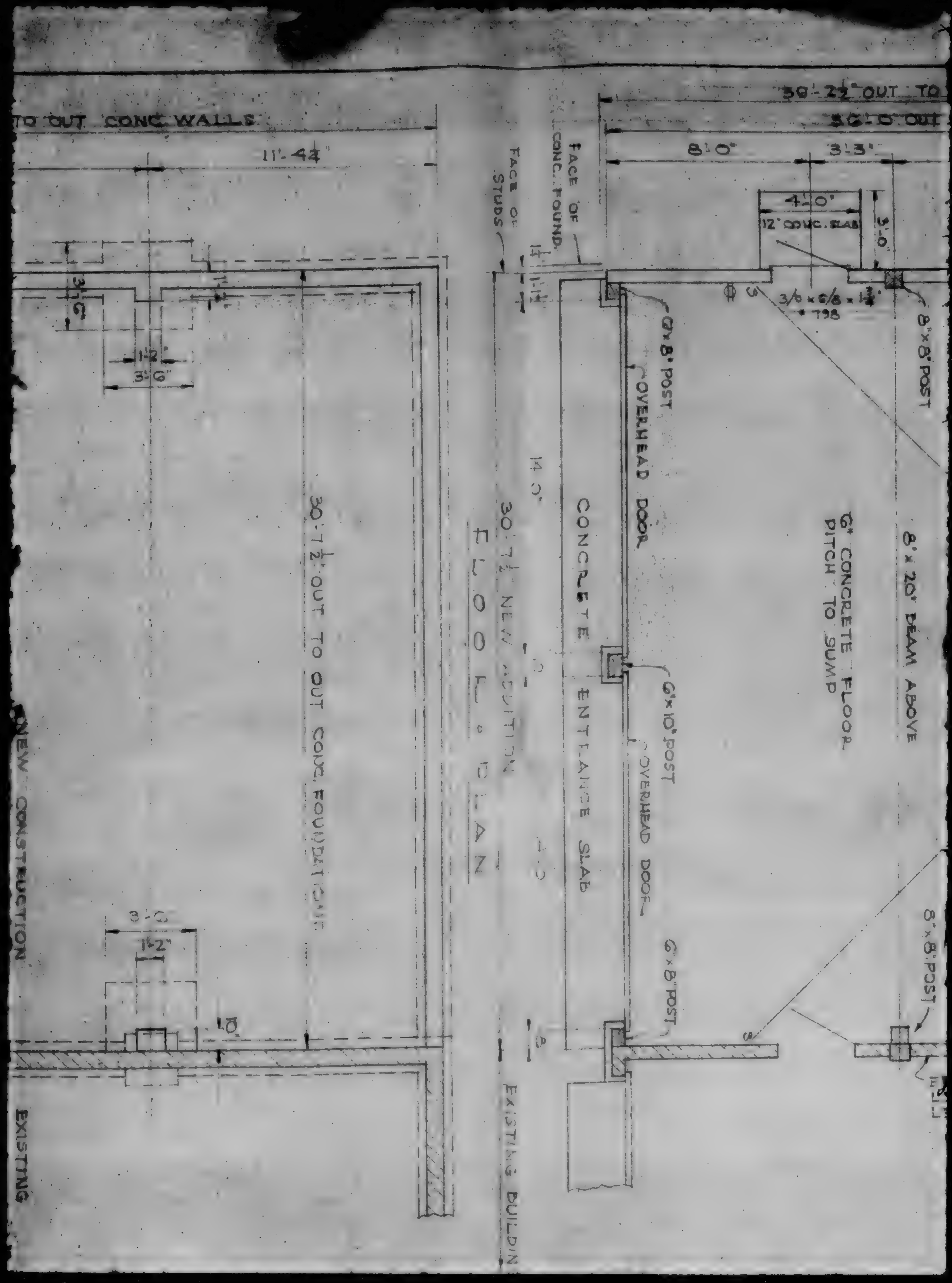


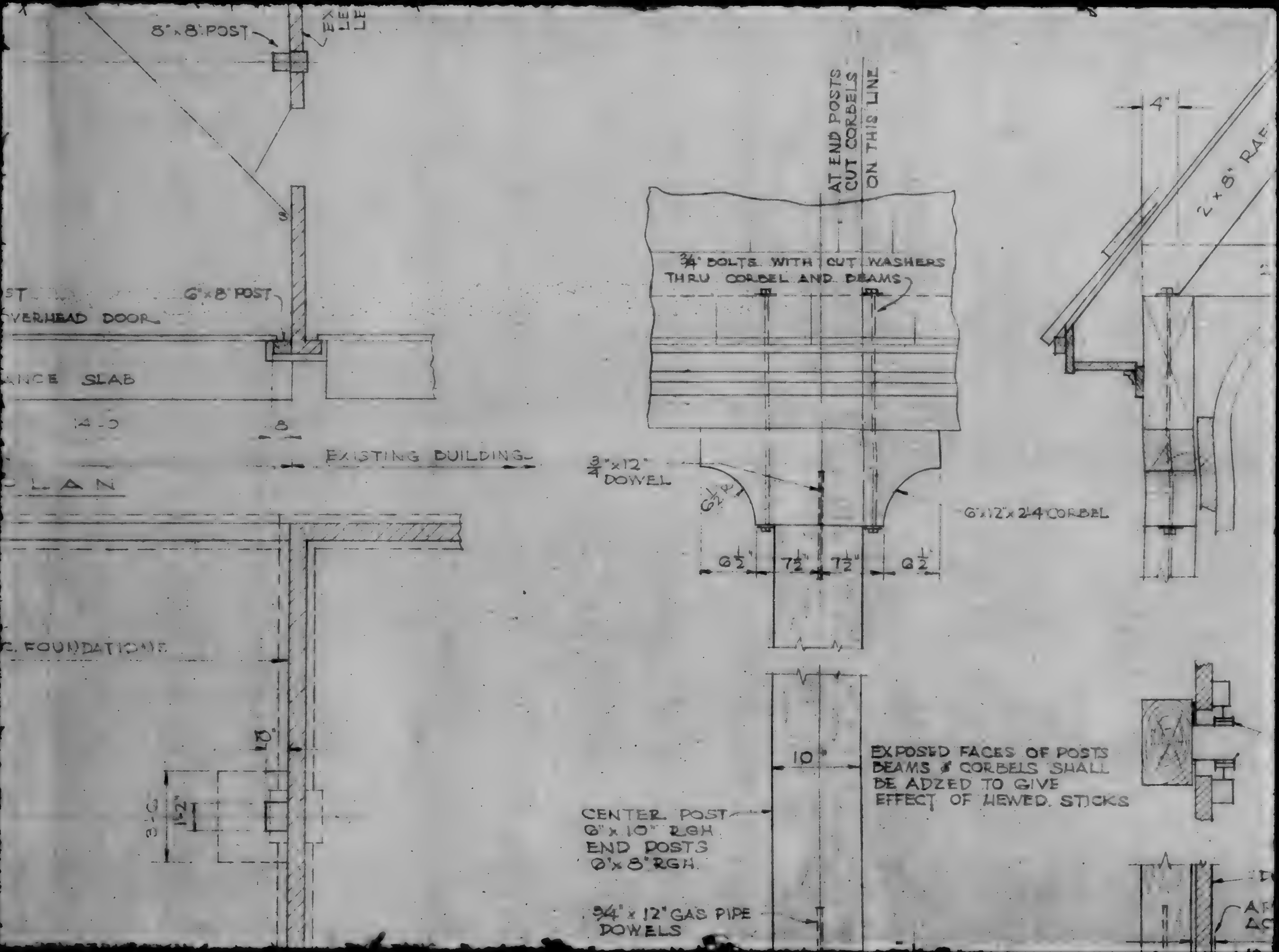
ELEVATION

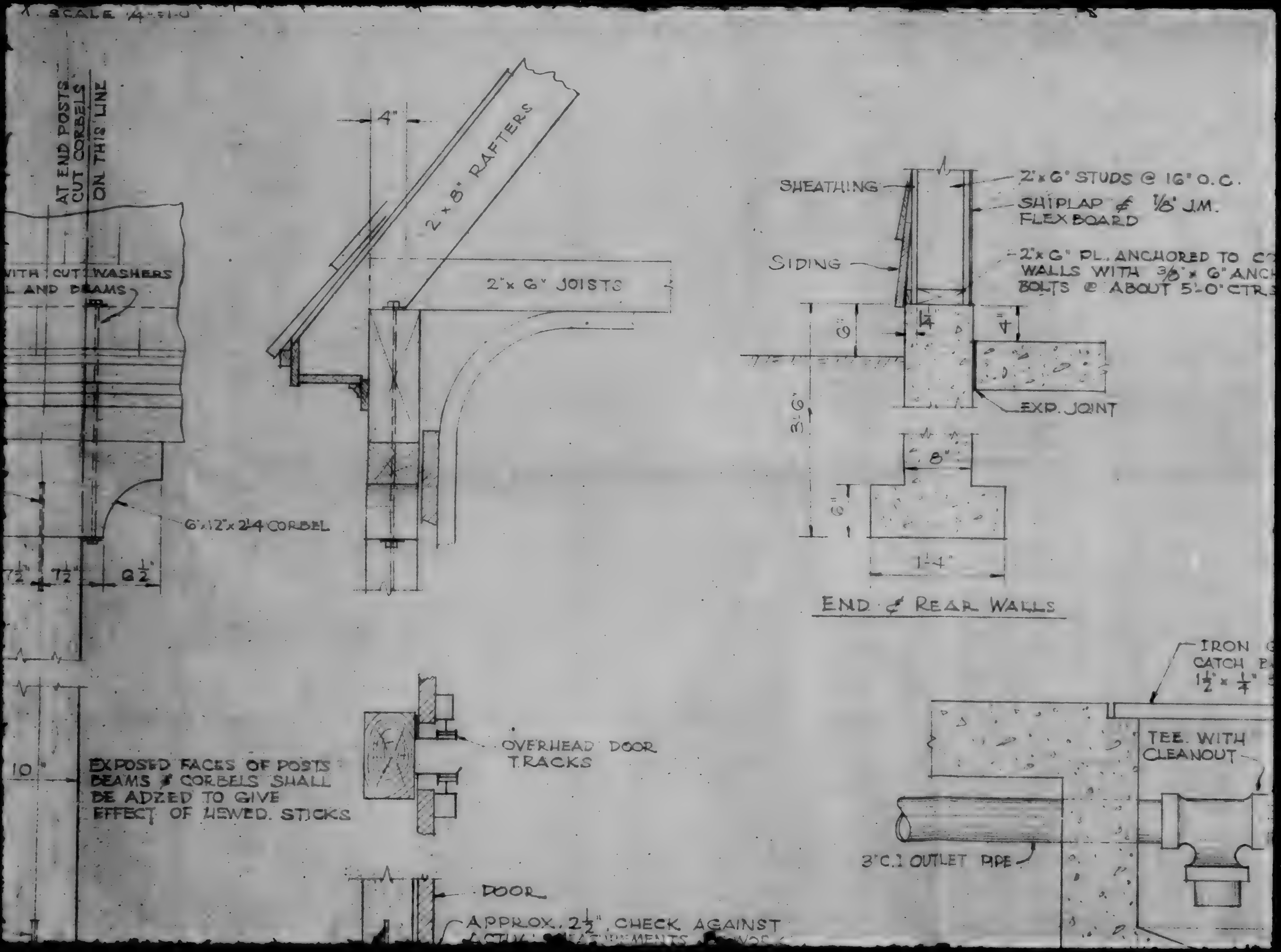


FRONT - ELEVATION



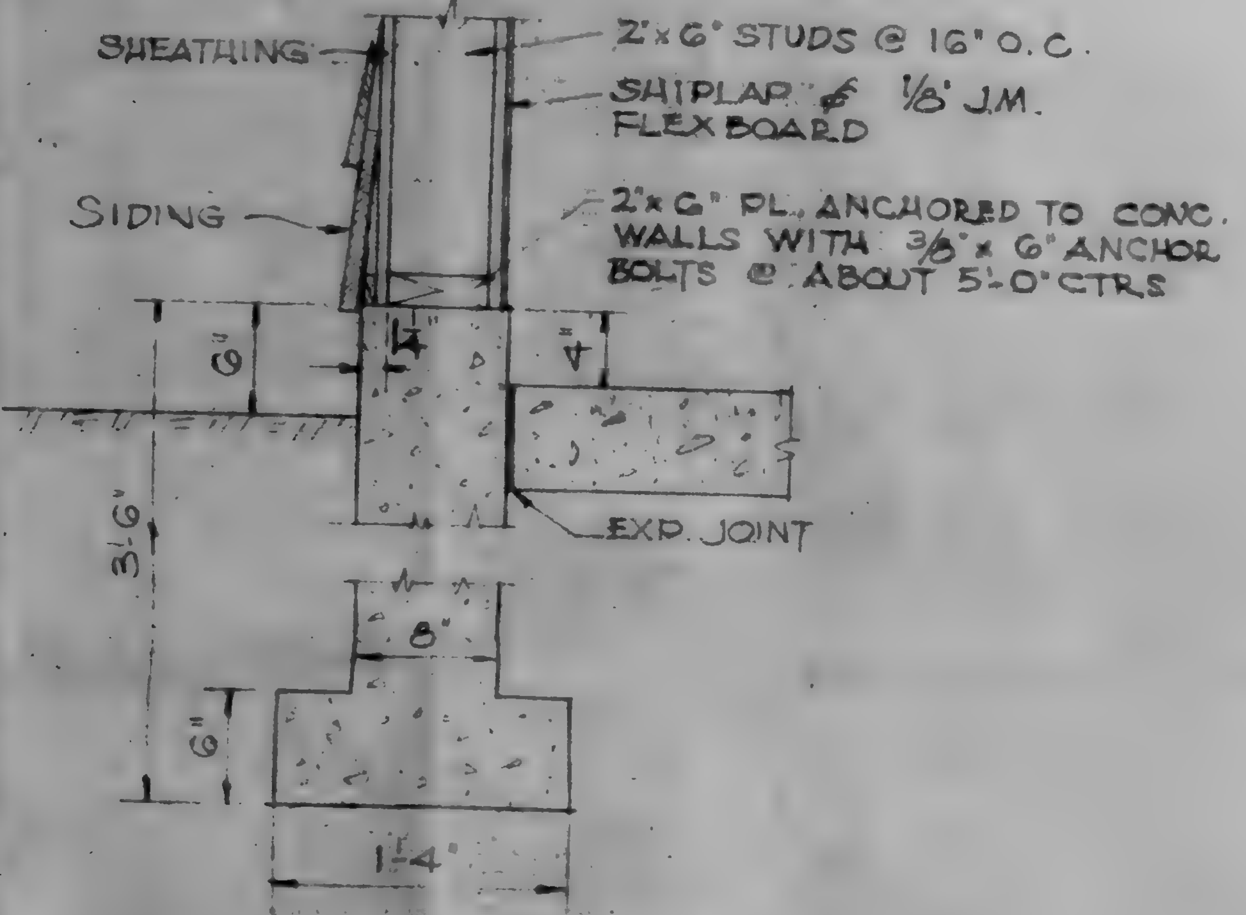

TO OUT CONC. WALLS
38'-2 1/2" OUT TO
36'-0" OUT
11'-4 3/4"
8'-0"
3'-3"
4'-0"
12" CONC. SLAB
3'-0"
FACE OF CONC. FOUND.
FACE OF STUDS
1'-1 1/2"
3'-6"
1'-2"
3'-6"
3/0 x 6/8 x 1 3/4
#798
8"x8" POST
6"x8" POST
OVERHEAD DOOR
CONCRETE ENTRANCE SLAB
6" CONCRETE FLOOR
PITCH TO SUMP
8"x20" BEAM ABOVE
6"x10" POST
OVERHEAD DOOR
6"x8" POST
8"x8" POST
30'-7 1/2" OUT TO OUT CONC. FOUNDATION
30'-7 1/2" NEW ADDITION
14'-0"
FLOOR PLAN
3'-6"
1'-2"
10"
NEW CONSTRUCTION
EXISTING
EXISTING BUILDIN


8"x8" POST
EX
LE
LE
ST
6"x8" POST
OVERHEAD DOOR
ANCE SLAB
14-0
8
EXISTING BUILDING
PLAN
FOUNDATIONS
10"
3'-6"
1'-2"
AT END POSTS
CUT CORBELS
ON THIS LINE
3/4" BOLTS WITH CUT WASHERS
THRU CORBEL AND BEAMS
3/4"x12" DOWEL
6 1/2" R
6"x12"x2'-4" CORBEL
6 1/2"
7 1/2"
7 1/2"
6 1/2"
10"
EXPOSED FACES OF POSTS
BEAMS & CORBELS SHALL
BE ADZED TO GIVE
EFFECT OF HEWED STICKS
CENTER POST
6"x10" RGH
END POSTS
6"x8" RGH
3/4"x12" GAS PIPE
DOWELS
4"
2"x8" RAF

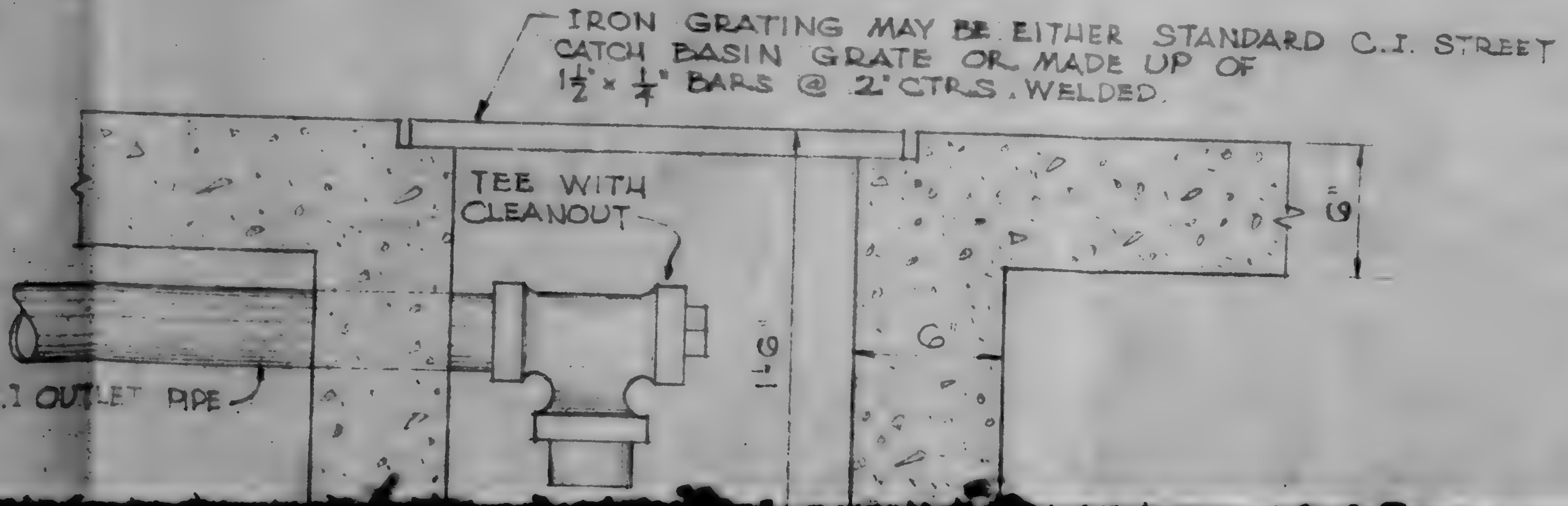

SCALE ¼"=1'-0
AT END POSTS CUT CORBELS ON THIS LINE
WITH CUT WASHERS
L AND BEAMS
6"x12"x2'4 CORBEL
7½"
7½"
6½"
4"
2"x8" RAFTERS
2"x6" JOISTS
SHEATHING
SIDING
2"x6" STUDS @ 16" O.C.
SHIPLAP & 1/8" J.M. FLEXBOARD
2"x6" PL. ANCHORED TO C
WALLS WITH 3/8"x 6" ANCH
BOLTS @ ABOUT 5'-0" CTRS
6"
4"
4"
3'-6"
EXP. JOINT
8"
6"
1'-4"
END & REAR WALLS
IRON
CATCH B
1½"x ¼"
TEE. WITH CLEANOUT
3"C.I OUTLET PIPE
10"
EXPOSED FACES OF POSTS BEAMS & CORBELS SHALL BE ADZED TO GIVE EFFECT OF HEWED. STICKS
OVERHEAD DOOR TRACKS
DOOR
APPROX. 2½" CHECK AGAINST
ACTUAL MEASUREMENTS

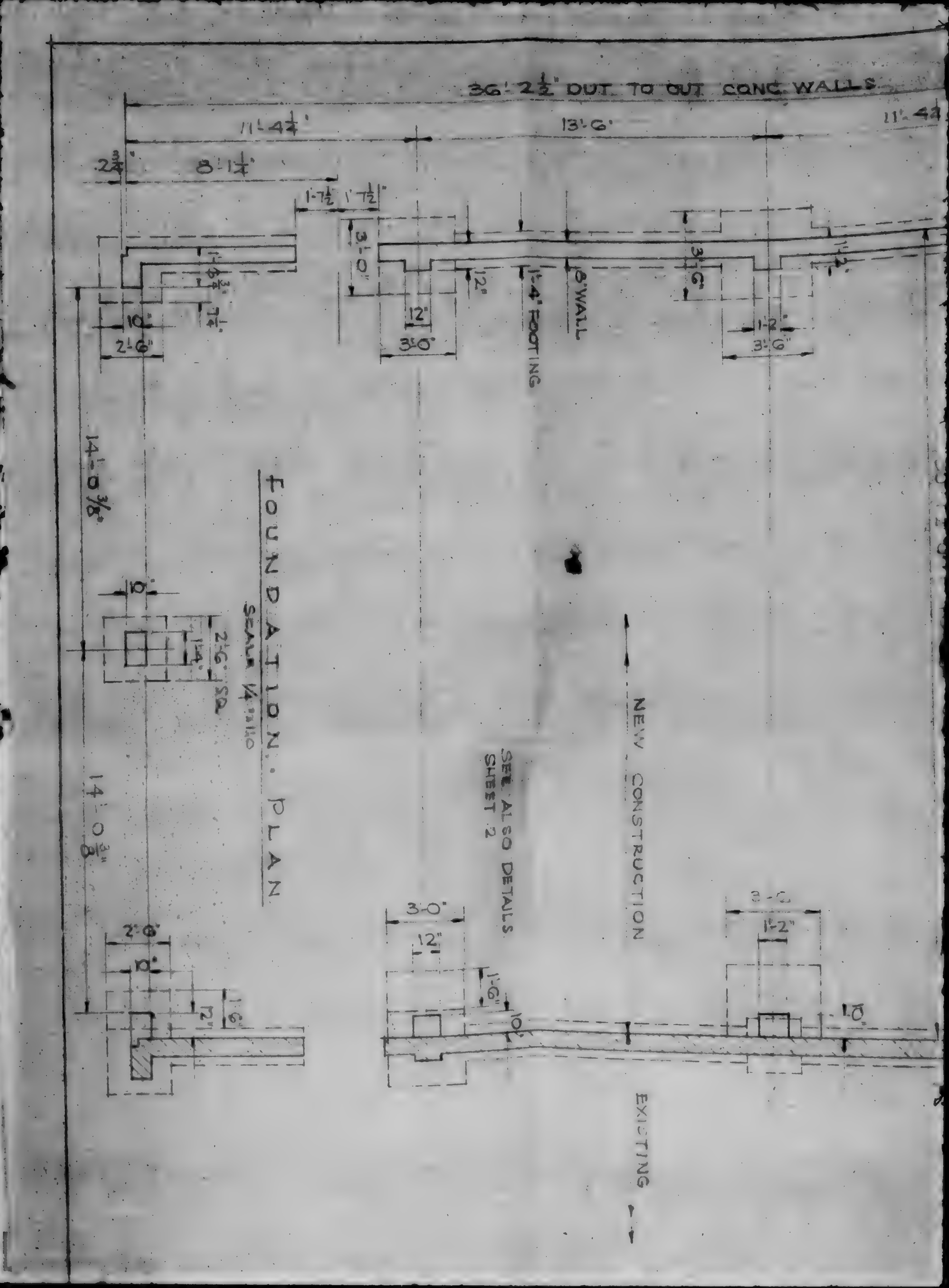
ND • ELEVATION

FRONT - ELEVATION


SHEATHING
2"x6" STUDS @ 16" O.C.
SHIPLAP & 1/8" J.M. FLEXBOARD
SIDING
2"x6" PL. ANCHORED TO CONC. WALLS WITH 3/8"x 6" ANCHOR BOLTS @ ABOUT 5'-0" CTRS
6"
4"
4"
3'-6"
EXP. JOINT
8"
6"
1'-4"

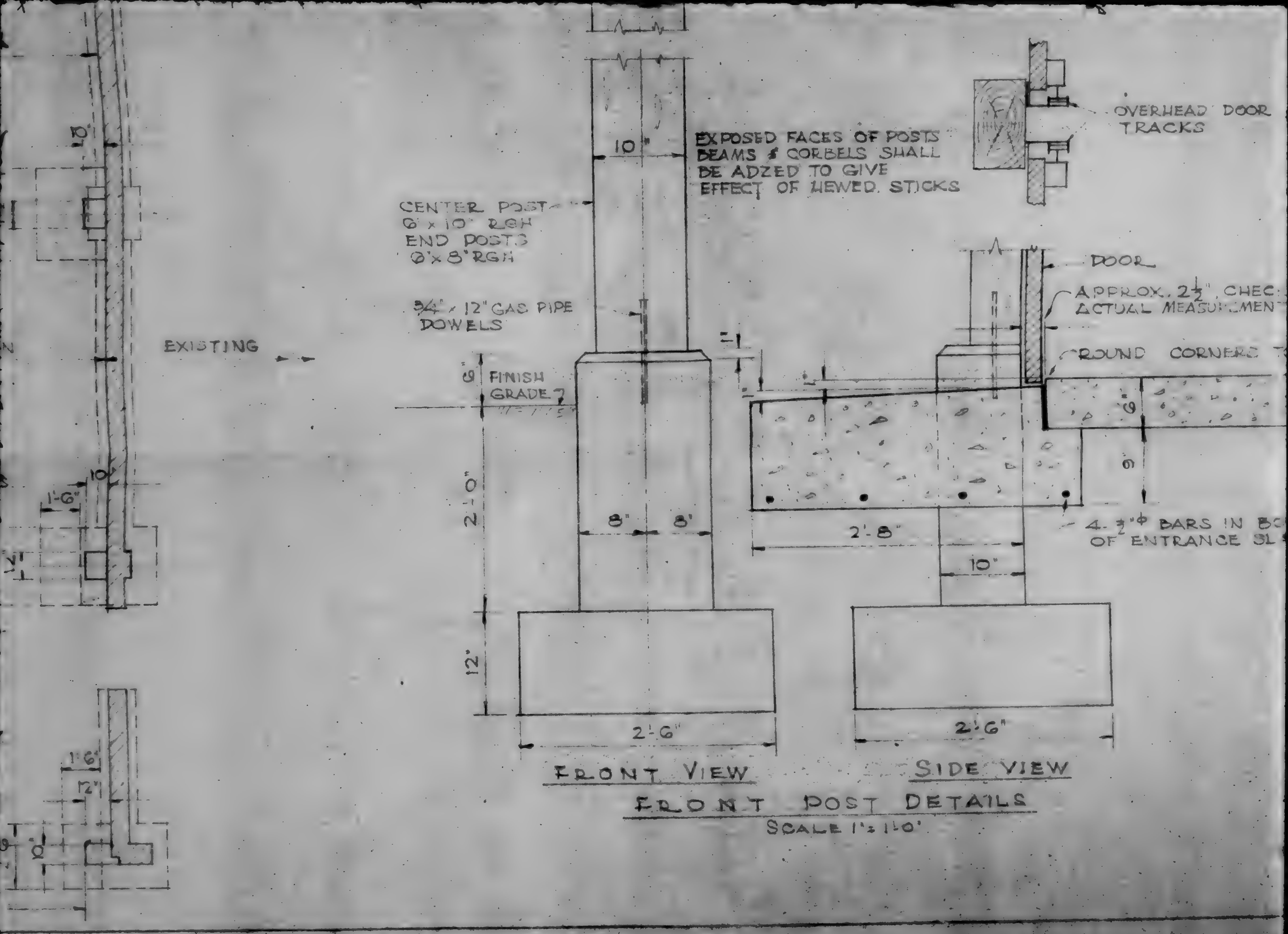
END & REAR WALLS


IRON GRATING MAY BE EITHER STANDARD C.I. STREET CATCH BASIN GRATE OR MADE UP OF 1½" x ¼" BARS @ 2" CTRS. WELDED.
TEE WITH CLEANOUT
6"
1'-6"
6"
3" C.I OUTLET PIPE

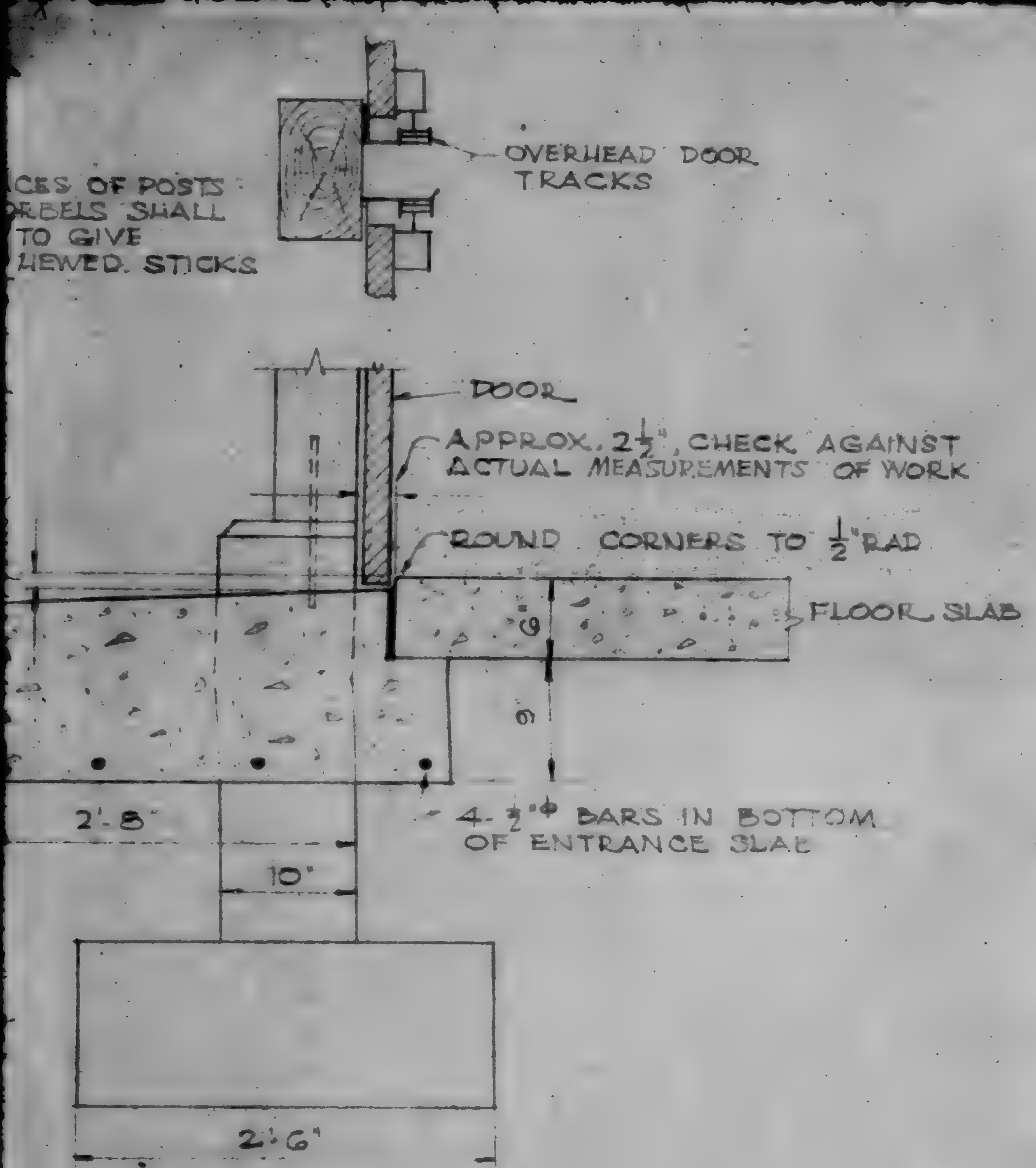


FOUNDATION · PLAN

SCALE 1/4"=1'-0"



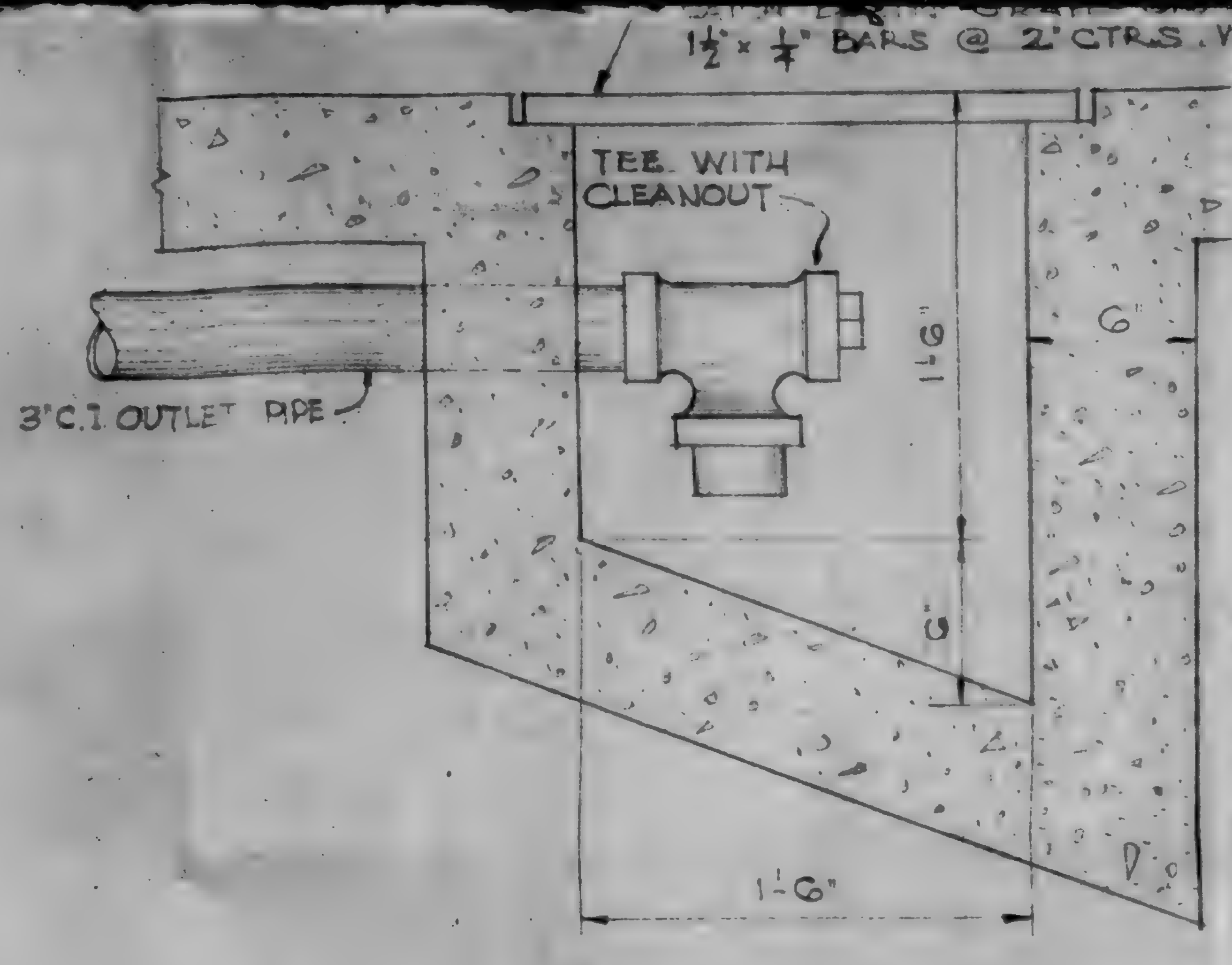
FRONT POST DETAILS
SCALE 1"=1'-0"



SIDE VIEW

…OST DETAILS

…LE 1"=1'-0"



SECTION THRU SUMP

APPROVED:

G. V. …
BRIDGE ENGINEER

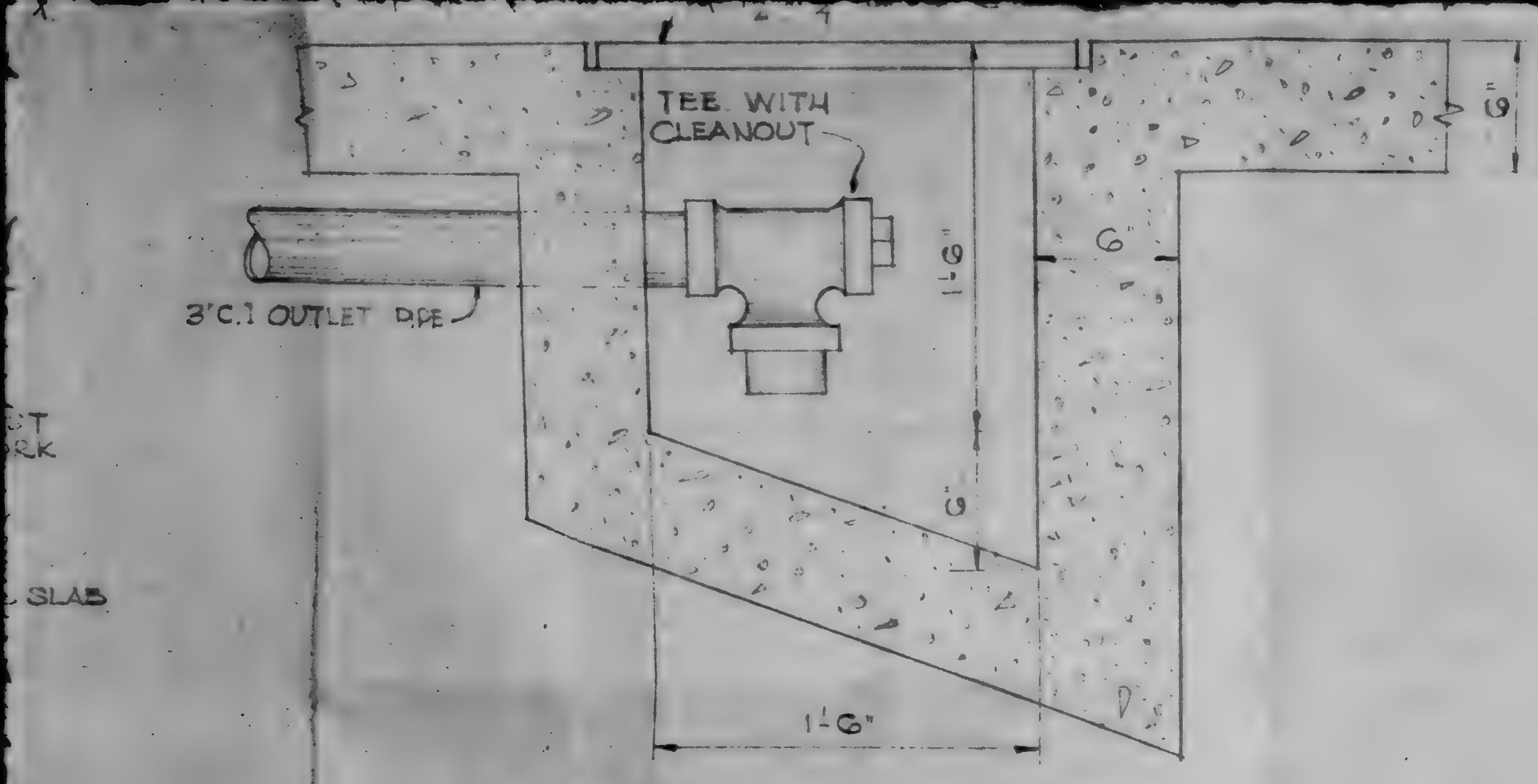
M…

DRA…

TRA…

JOB…

ACCO…



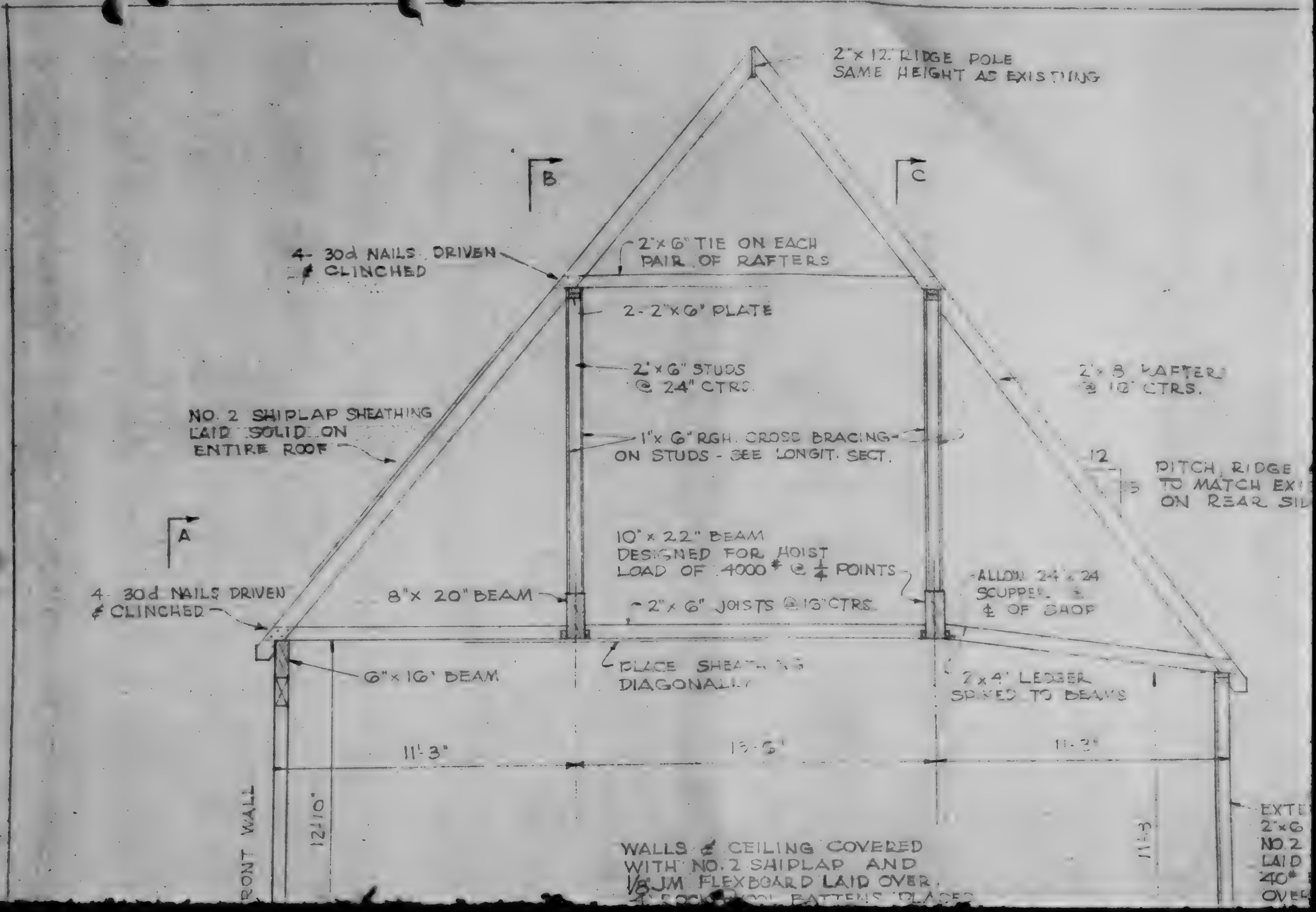
SECTION THRU SUMP

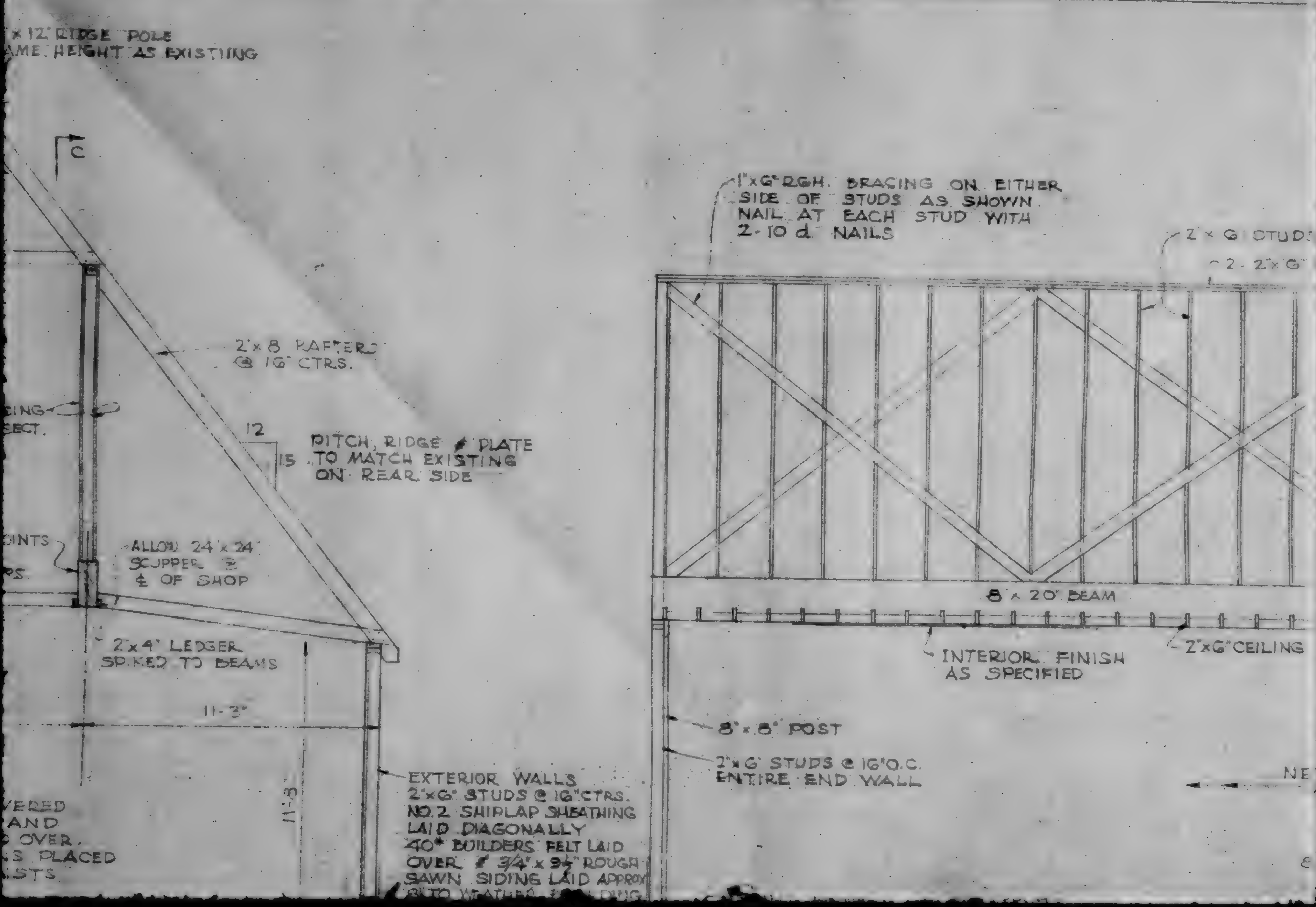
OREGON
STATE HIGHWAY DEPARTMANT
ADDITION
TO
MAINTENANCE BUILDING
AT
SANTIAM JUNCTION, LINN CO.

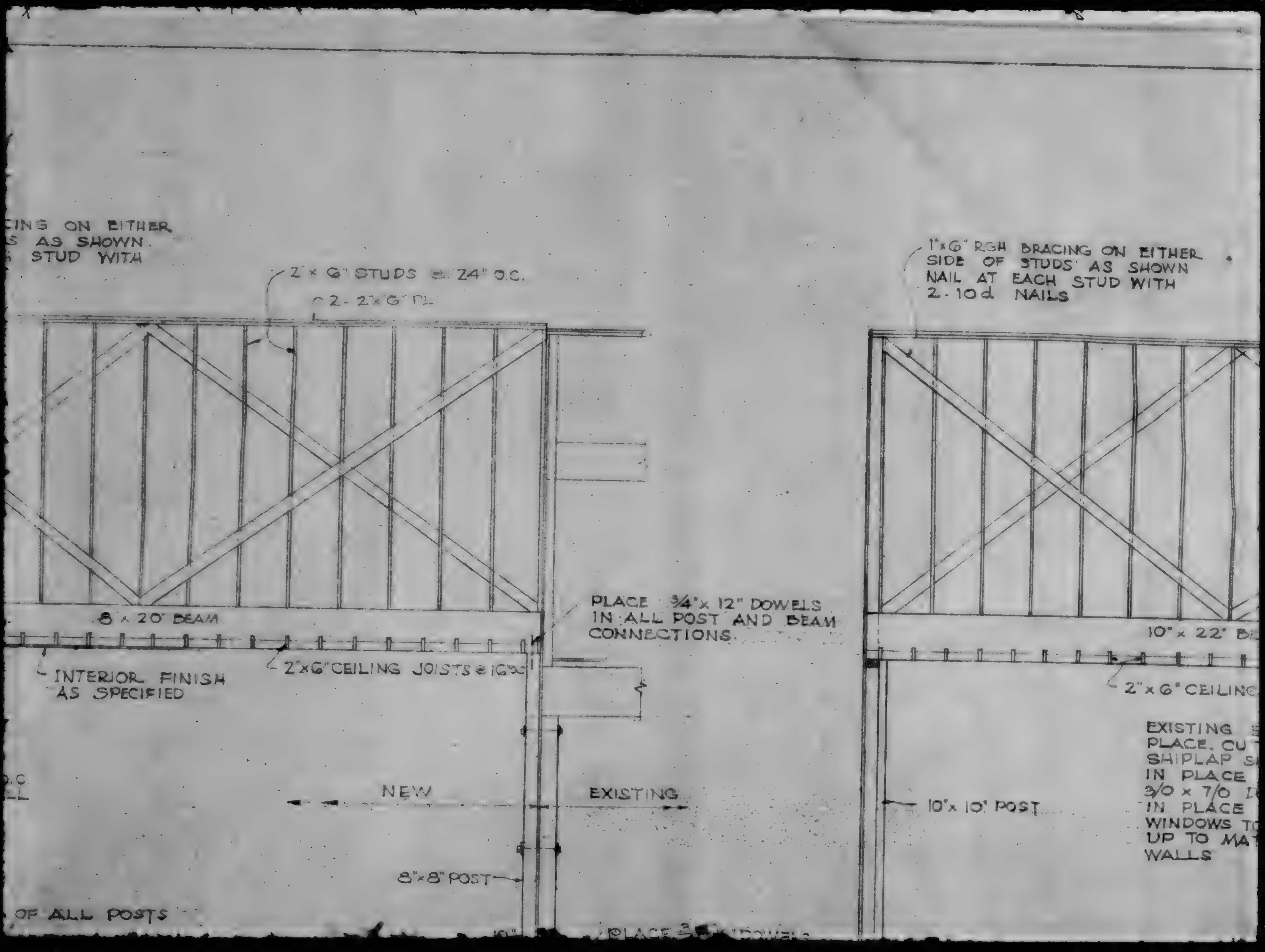
DRAWN BY CCS .... MARCH 1, 1951
TRACED BY CCS .... SHEET 2 OF 4
JOB NO. 2630 .... DRAWING 9825
ACCOMPANIED BY DWGS. 6747 - 9826 - 9827

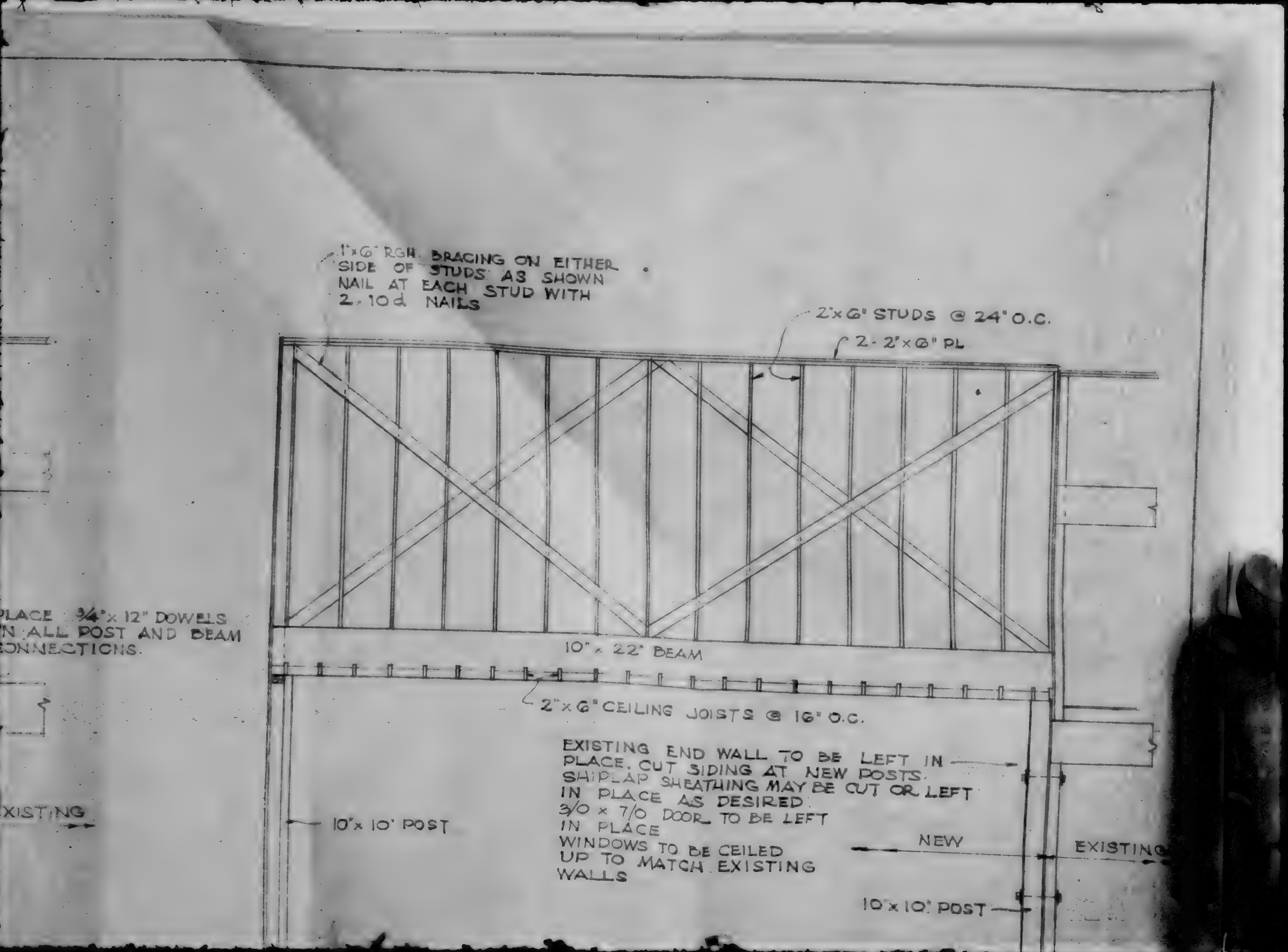
APPROVED:

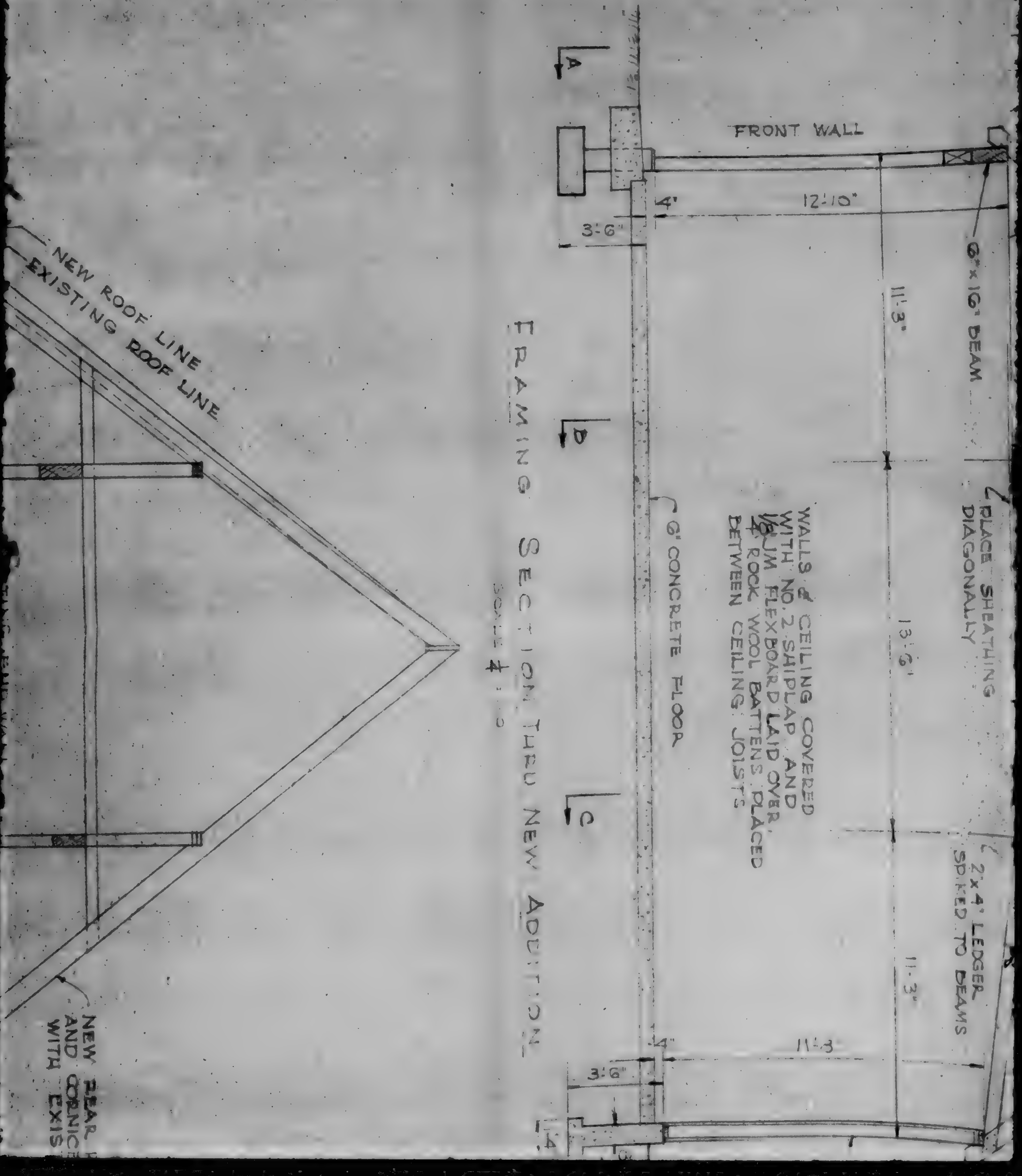
BRIDGE ENGINEER


2"x 12" RIDGE POLE
SAME HEIGHT AS EXISTING
B
C
2"x 6" TIE ON EACH
PAIR OF RAFTERS
4- 30d NAILS DRIVEN
& CLINCHED
2-2"x 6" PLATE
2"x 6" STUDS
@ 24" CTRS.
2"x 8" RAFTERS
@ 16" CTRS.
NO. 2 SHIPLAP SHEATHING
LAID SOLID ON
ENTIRE ROOF
1"x 6" RGH. CROSS BRACING-
ON STUDS - SEE LONGIT. SECT.
12
PITCH, RIDGE
TO MATCH EXI
ON REAR SI
A
10"x 22" BEAM
DESIGNED FOR HOIST
LOAD OF 4000# @ ¼ POINTS
ALLOW 24"x 24
SCUPPER @
℄ OF SHOP
4- 30d NAILS DRIVEN
& CLINCHED
8"x 20" BEAM
2"x 6" JOISTS @ 16" CTRS.
6"x 16" BEAM
PLACE SHEATHING
DIAGONALLY
2"x 4" LEDGER
SPIKED TO BEAMS
11'-3"
13'-6"
11'-3"
RONT WALL
12'-10"
11'-3
EXTE
2"x 6
NO. 2
LAID
40#
OVER
WALLS & CEILING COVERED
WITH NO. 2 SHIPLAP AND
1/8" JM FLEXBOARD LAID OVER
& ROCKWOOL BATTENS PLACED

x 12" RIDGE POLE
AME HEIGHT AS EXISTING
C
2"x 8 RAFTERS
@ 16" CTRS.
CING-
EECT.
12
15
PITCH, RIDGE & PLATE
TO MATCH EXISTING
ON REAR SIDE
INTS
RS.
ALLOW 24" x 24"
SCUPPER @
℄ OF SHOP
2"x 4" LEDGER
SPIKED TO BEAMS
11-3"
11-3"
VERED
AND
OVER.
S PLACED
STS
EXTERIOR WALLS
2"x6" STUDS @ 16" CTRS.
NO. 2 SHIPLAP SHEATHING
LAID DIAGONALLY
40# BUILDERS FELT LAID
OVER # 3/4" x 9½" ROUGH
SAWN SIDING LAID APPROX
8" TO WEATHER
1"x6" RGH. BRACING ON EITHER
SIDE OF STUDS AS SHOWN.
NAIL AT EACH STUD WITH
2-10 d NAILS
2 x 6 STUDS
2-2"x 6"
8 x 20' BEAM
INTERIOR FINISH
AS SPECIFIED
2"x6" CEILING
8"x 8" POST
2"x 6" STUDS @ 16" O.C.
ENTIRE END WALL
NE


CING ON EITHER
S AS SHOWN.
H STUD WITH
2" x 6" STUDS @ 24" O.C.
2- 2" x 6" PL.
8 x 20" BEAM
2"x6" CEILING JOISTS @ 16" O.C.
INTERIOR FINISH AS SPECIFIED
PLACE 3/4" x 12" DOWELS IN ALL POST AND BEAM CONNECTIONS.
O.C
LL
NEW
EXISTING
8"x8" POST
OF ALL POSTS
10"
PLACE 3/4" DOWELS
1"x6" RGH. BRACING ON EITHER SIDE OF STUDS AS SHOWN NAIL AT EACH STUD WITH 2-10d NAILS
10" x 22" BE
2" x 6" CEILING
10"x 10" POST
EXISTING E
PLACE. CU
SHIPLAP S
IN PLACE
3/0 x 7/0 D
IN PLACE
WINDOWS T
UP TO MA
WALLS


1"x6" RGH. BRACING ON EITHER SIDE OF STUDS AS SHOWN NAIL AT EACH STUD WITH 2-10d NAILS
2"x6" STUDS @ 24" O.C.
2-2"x6" PL
PLACE 3/4"x 12" DOWELS
N ALL POST AND BEAM
CONNECTIONS.
10" x 22" BEAM
2"x6" CEILING JOISTS @ 16" O.C.
EXISTING END WALL TO BE LEFT IN PLACE. CUT SIDING AT NEW POSTS. SHIPLAP SHEATHING MAY BE CUT OR LEFT IN PLACE AS DESIRED.
3/0 x 7/0 DOOR TO BE LEFT IN PLACE
WINDOWS TO BE CEILED UP TO MATCH EXISTING WALLS
XISTING
10"x 10" POST
NEW
EXISTING
10"x 10" POST



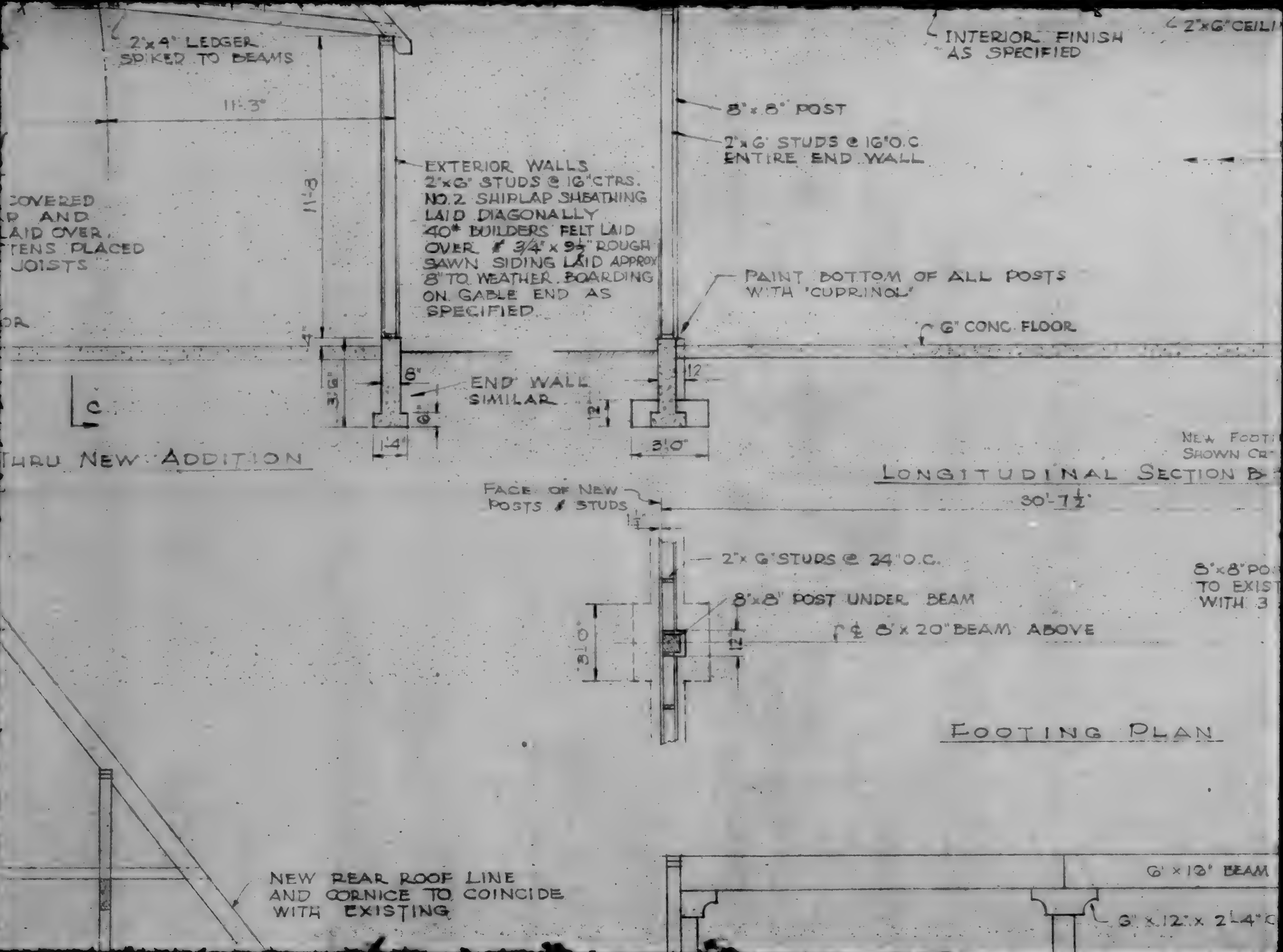
PLACE SHEATHING DIAGONALLY

2"x4" LEDGER SPIKED TO BEAMS

WALLS & CEILING COVERED WITH NO. 2 SHIPLAP AND 1/2" JM FLEXBOARD LAID OVER. 4" ROCK WOOL BATTENS PLACED BETWEEN CEILING JOISTS

FRAMING SECTION THRU NEW ADDITION

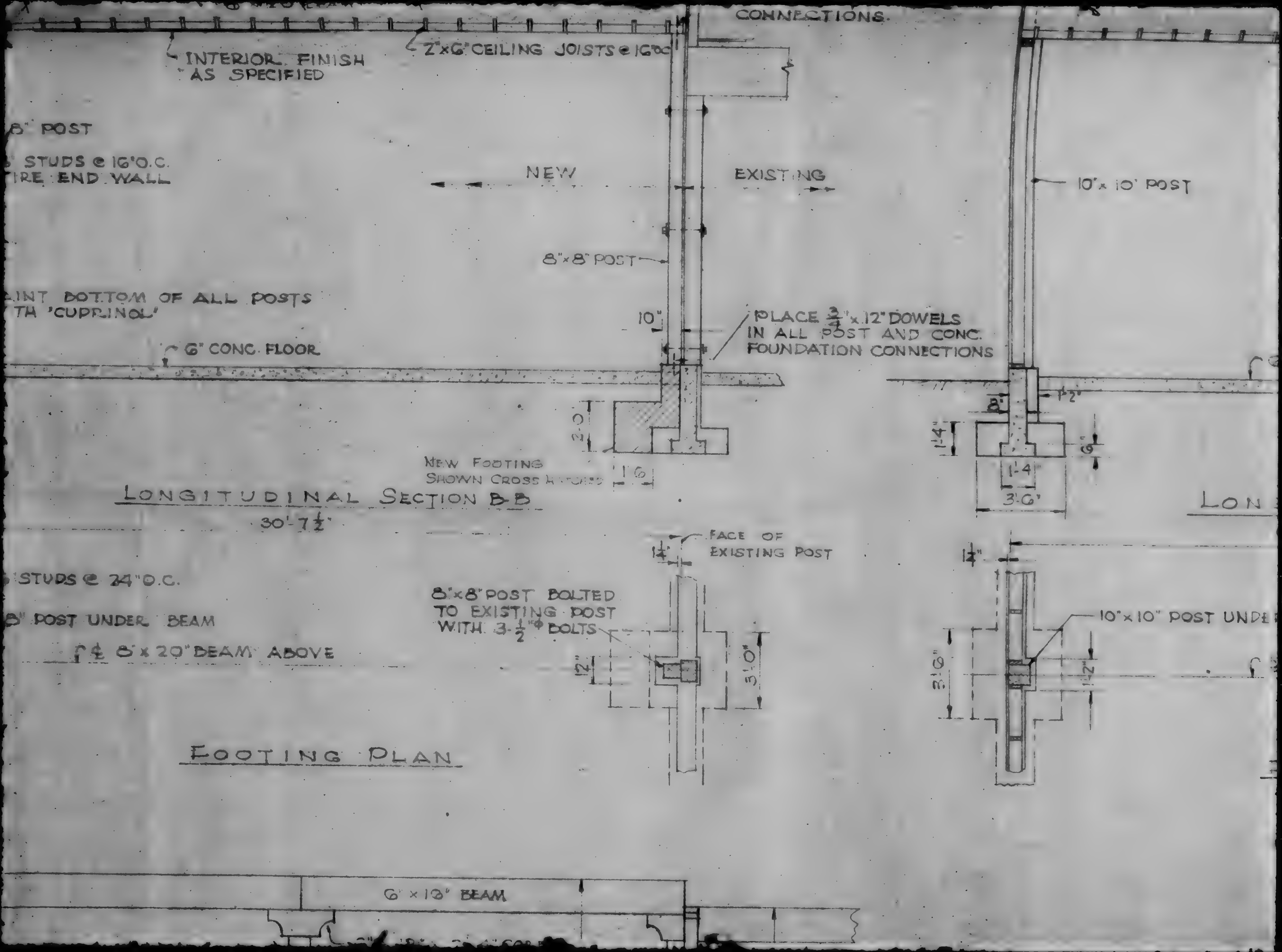
SCALE 1/4" = 1'-0"

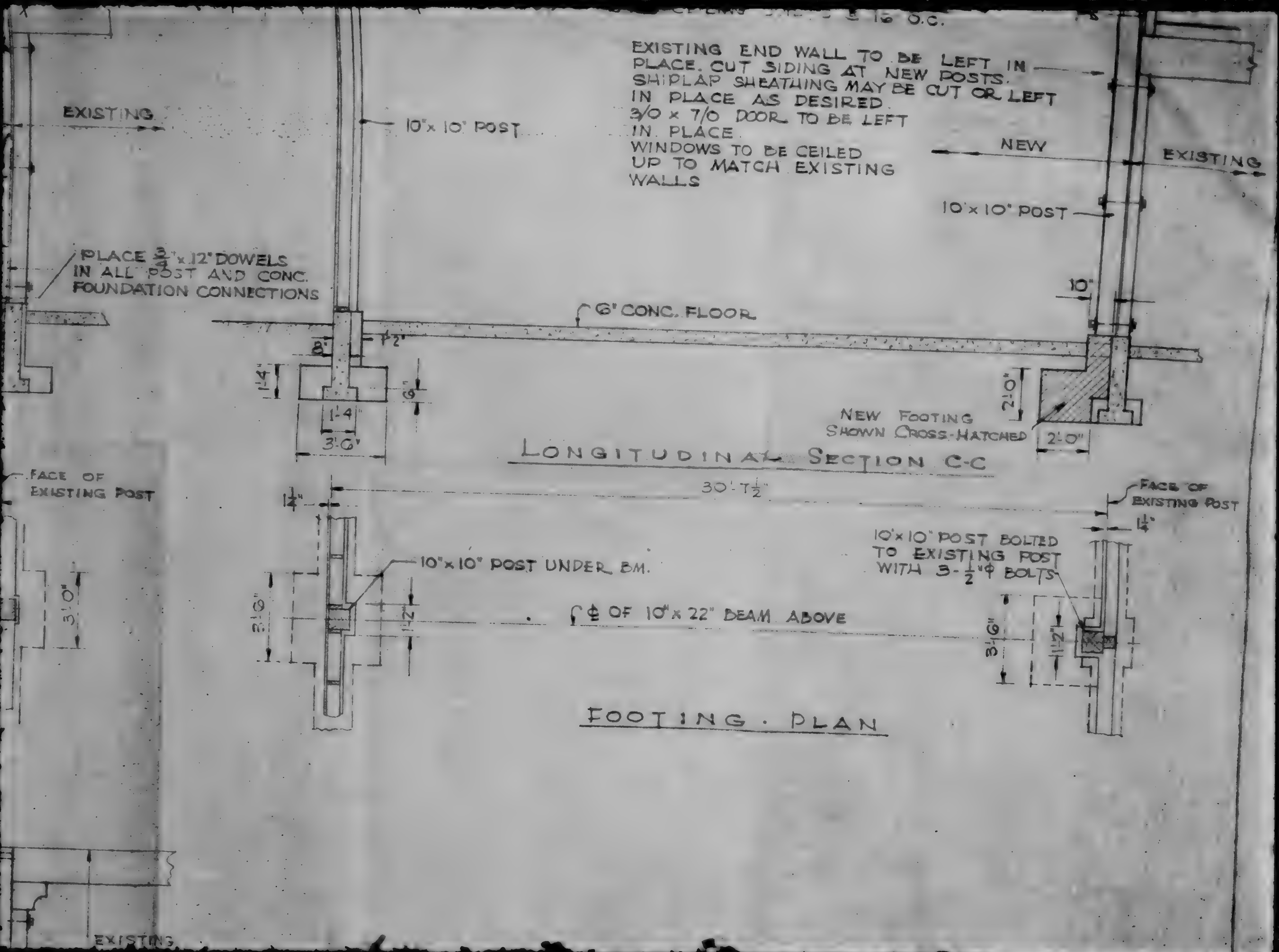


THRU NEW ADDITION

LONGITUDINAL SECTION B

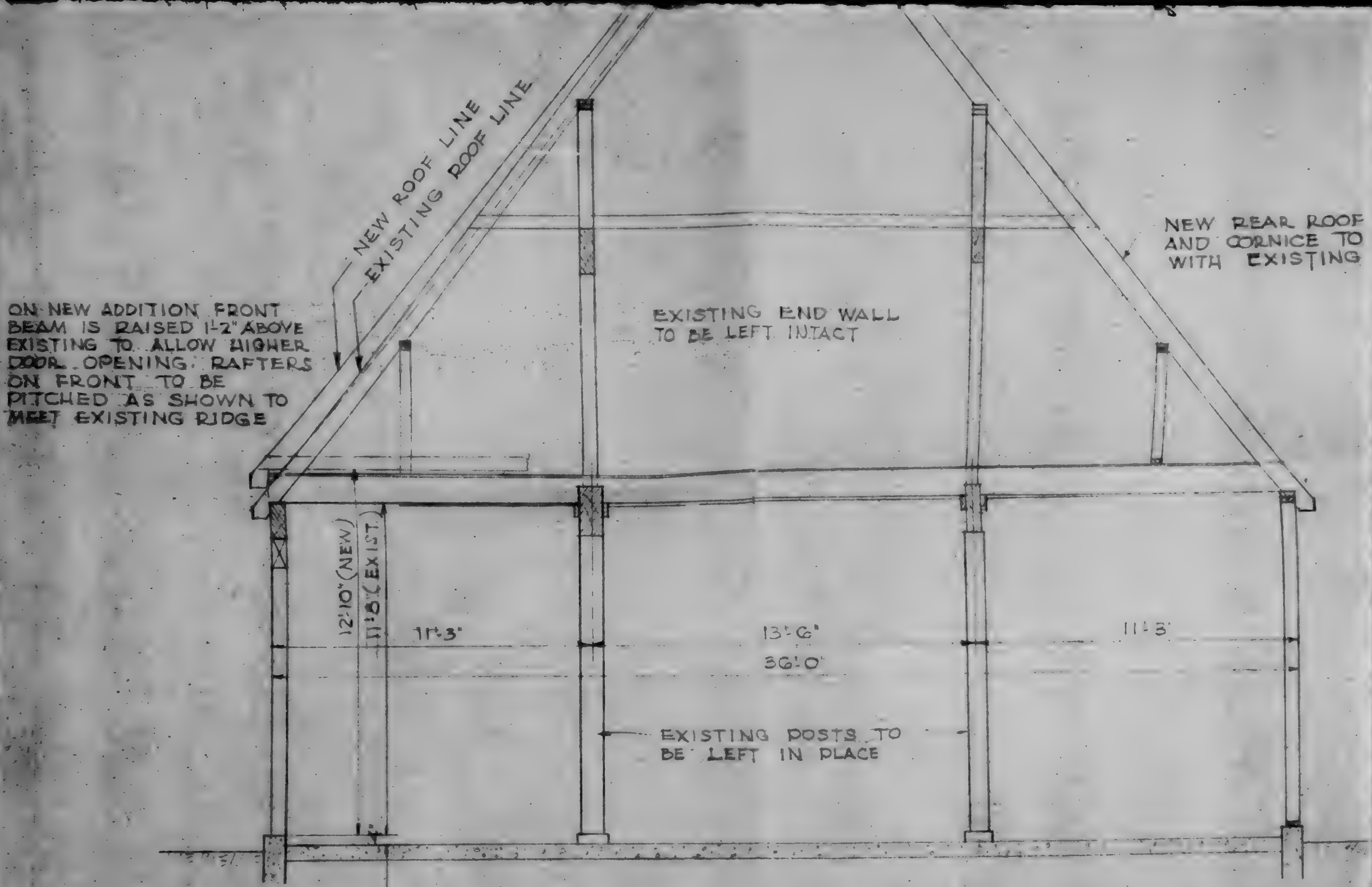
FOOTING PLAN


CONNECTIONS.
2"x6" CEILING JOISTS @ 16"oc
INTERIOR FINISH AS SPECIFIED
8" POST
STUDS @ 16"O.C.
TIRE END WALL
NEW
EXISTING
10"x 10" POST
8"x 8" POST
AINT BOTTOM OF ALL POSTS
TH 'CUPRINOL'
10"
PLACE 3/4"x 12" DOWELS IN ALL POST AND CONC. FOUNDATION CONNECTIONS
6" CONC. FLOOR
3'-0"
1'-6"
8"
1'-2"
1'-4"
6"
1'-4"
3'-6"
NEW FOOTING SHOWN CROSS HATCHED
LONGITUDINAL SECTION B-B
30'-7 1/2"
LON
FACE OF EXISTING POST
1/4"
1/4"
STUDS @ 24"O.C.
8" POST UNDER BEAM
℄ 8"x 20" BEAM ABOVE
8"x8" POST BOLTED TO EXISTING POST WITH 3-1/2"φ BOLTS
12"
3'-0"
3'-6"
10"x 10" POST UNDE
12"
FOOTING PLAN
6"x 18" BEAM

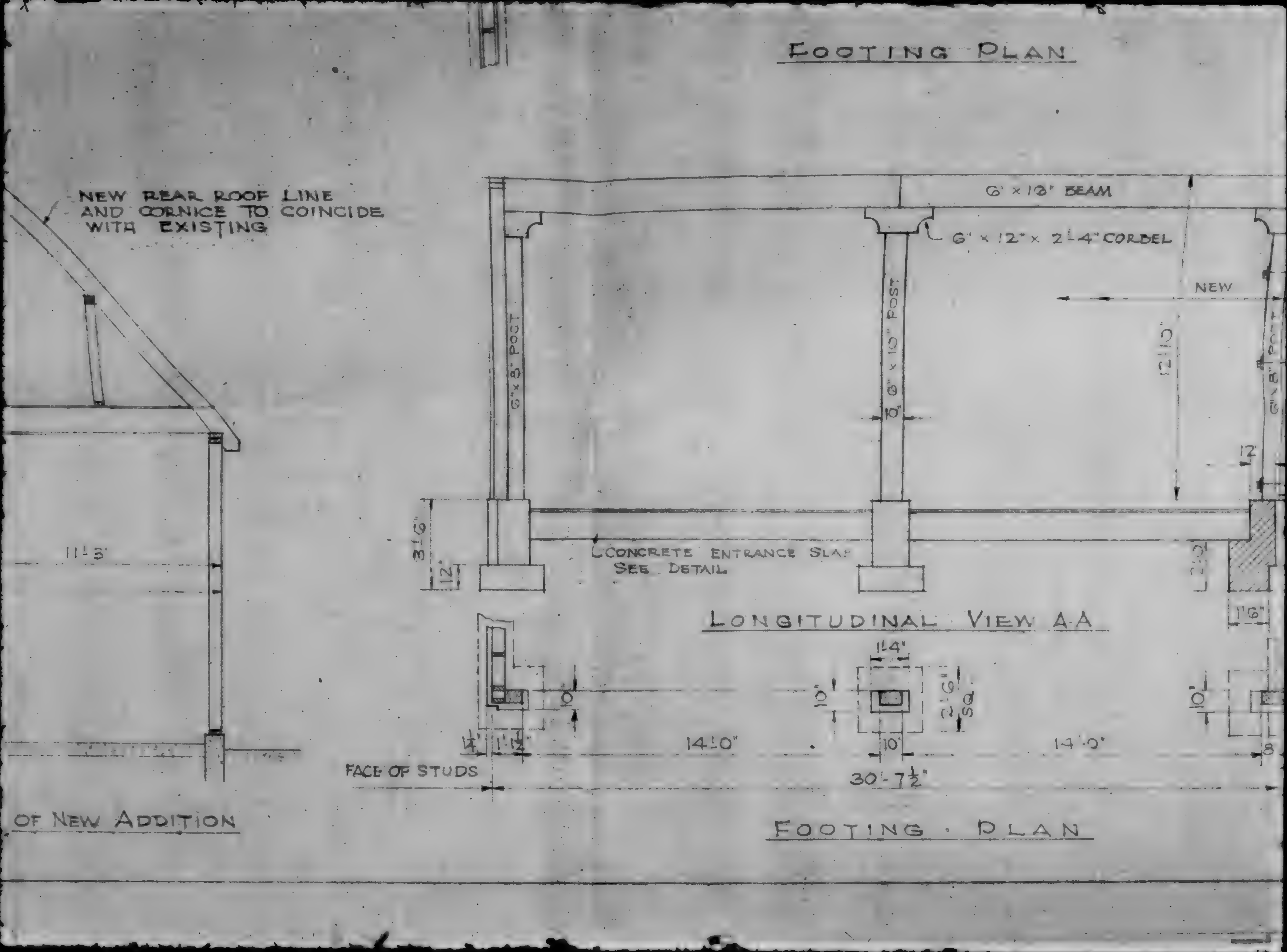

LONGITUDINAL SECTION C-C

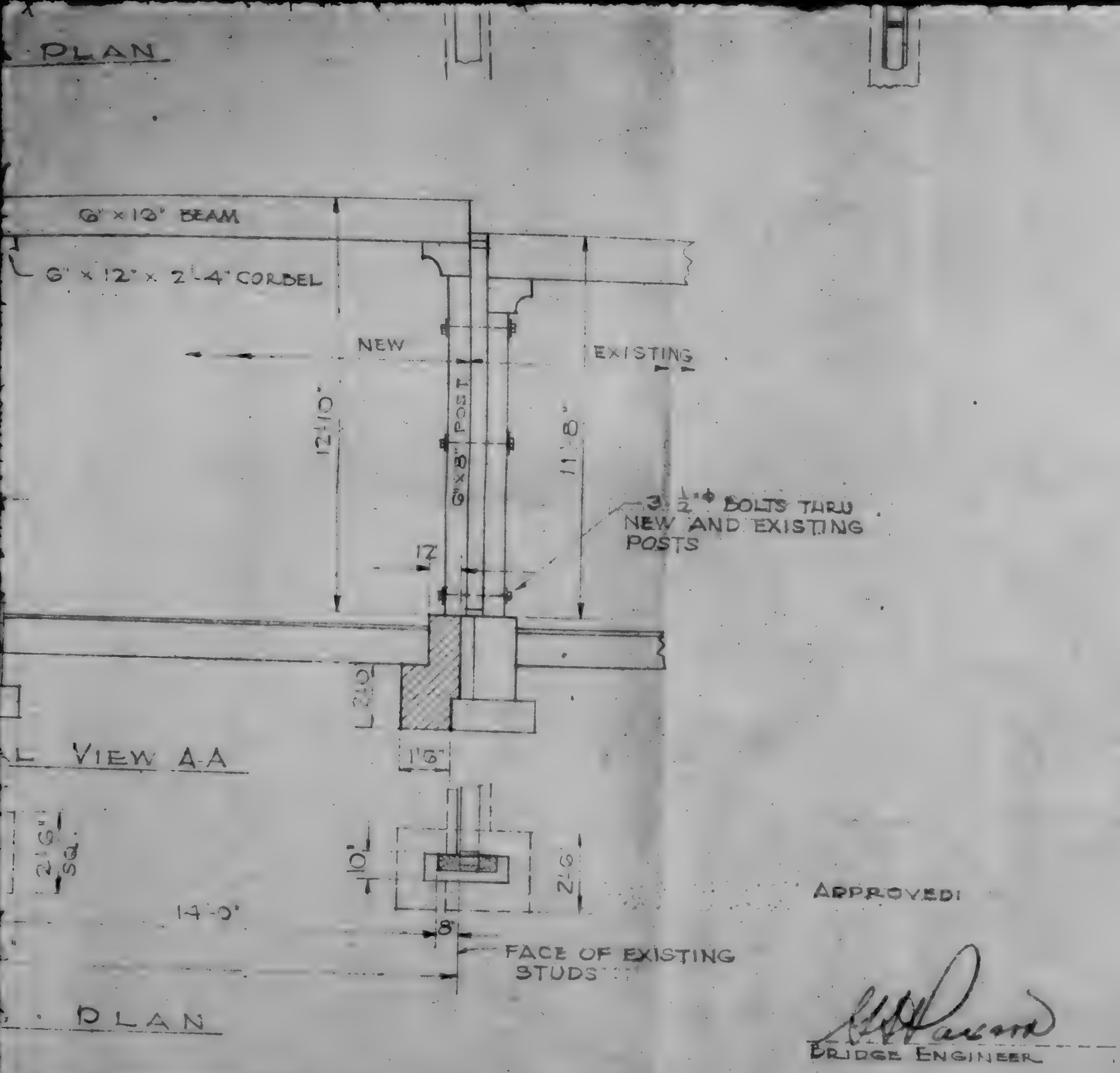
FOOTING · PLAN

16 O.C.
EXISTING END WALL TO BE LEFT IN PLACE. CUT SIDING AT NEW POSTS. SHIPLAP SHEATHING MAY BE CUT OR LEFT IN PLACE AS DESIRED.
3/0 x 7/0 DOOR TO BE LEFT IN PLACE.
WINDOWS TO BE CEILED UP TO MATCH EXISTING WALLS
EXISTING
10"x 10" POST
NEW
EXISTING
10"x 10" POST
PLACE 3/4"x 12" DOWELS IN ALL POST AND CONC. FOUNDATION CONNECTIONS
6" CONC. FLOOR
10"
8"
1'-2"
1'-4"
6"
1'-4"
3'-6"
2'-0"
NEW FOOTING SHOWN CROSS-HATCHED
2'-0"
FACE OF EXISTING POST
30'-7 1/2"
1 1/4"
FACE OF EXISTING POST
1 1/4"
10"x 10" POST UNDER BM.
10"x 10" POST BOLTED TO EXISTING POST WITH 3-1/2"φ BOLTS
3'-0"
3'-6"
1'-2"
℄ OF 10"x 22" BEAM ABOVE
3'-6"
1'-2"
EXISTING


NEW ROOF LINE
EXISTING ROOF LINE
ON NEW ADDITION FRONT BEAM IS RAISED 1'-2" ABOVE EXISTING TO ALLOW HIGHER DOOR OPENING. RAFTERS ON FRONT TO BE PITCHED AS SHOWN TO MEET EXISTING RIDGE
EXISTING END WALL TO BE LEFT INTACT
NEW REAR ROOF AND CORNICE TO WITH EXISTING
12'-10" (NEW)
11'-8" (EXIST.)
11'-3"
13'-6"
36'-0"
11'-3"
EXISTING POSTS TO BE LEFT IN PLACE

SECTION THRU EXIST. SHOP SHOWING POSITION OF NEW ADDITION


FOOTING PLAN
NEW REAR ROOF LINE AND CORNICE TO COINCIDE WITH EXISTING
6" × 12" BEAM
6" × 12" × 2'-4" CORBEL
NEW
6"×8" POST
6" × 10" POST
10"
12'-10"
12"
6"×8" POST
3'-6"
12"
CONCRETE ENTRANCE SLAB SEE DETAIL
2'-0"
1'-6"
11'-3"
LONGITUDINAL VIEW A-A
1'-4"
10"
2'-6" SQ.
10"
1/4"
1'-1 1/2"
14'-0"
10"
14'-0"
8
FACE OF STUDS
30'-7 1/2"
OF NEW ADDITION
FOOTING · PLAN



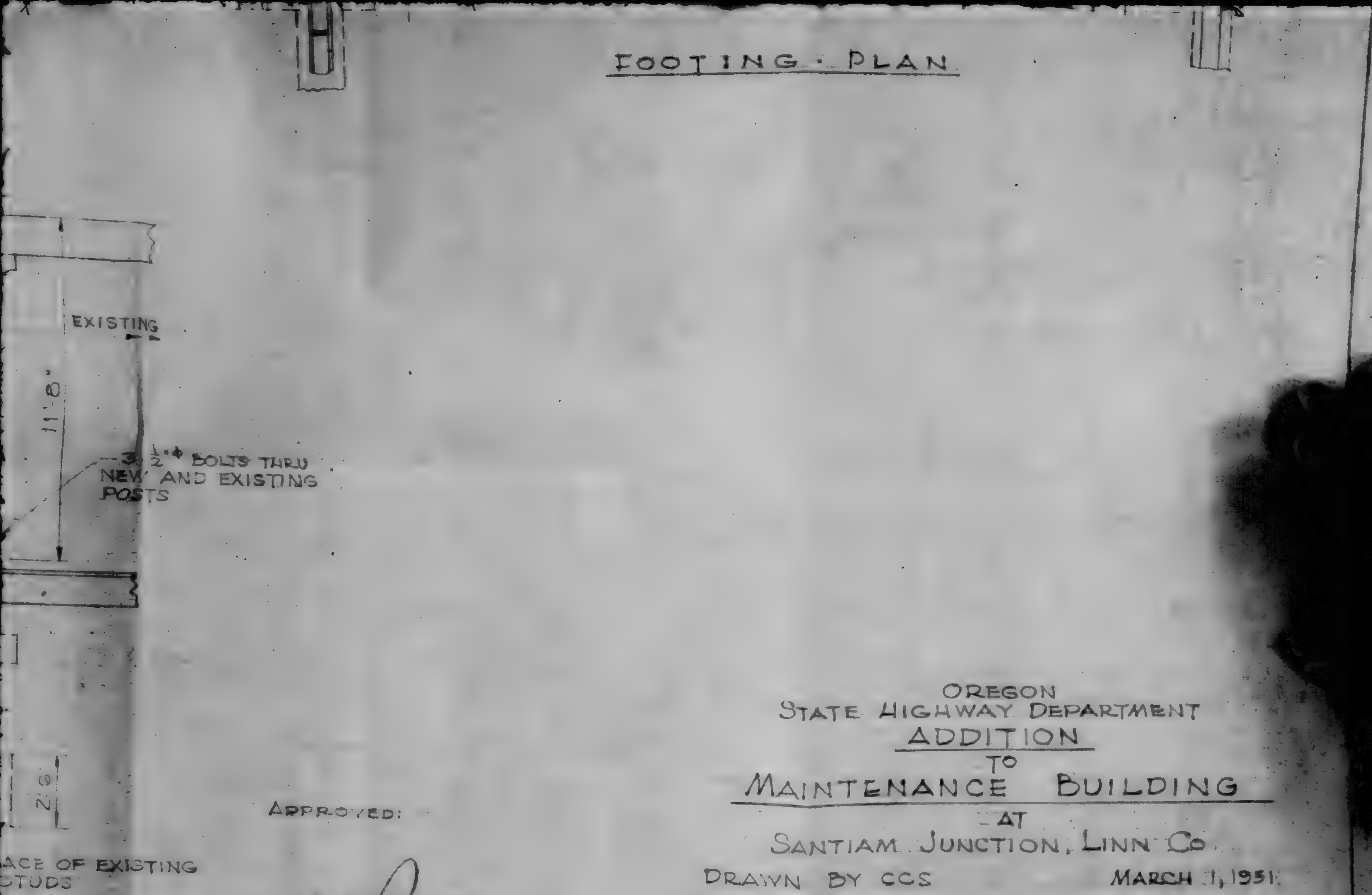
FOOTING · PLAN

OR
STATE HIGHWA
ADD

MAINTENANC

SANTIAM JUN
DRAWN BY CCS
TRACED BY CCS
JOB NO. 2630
ACCOMPANIED BY D

FOOTING · PLAN

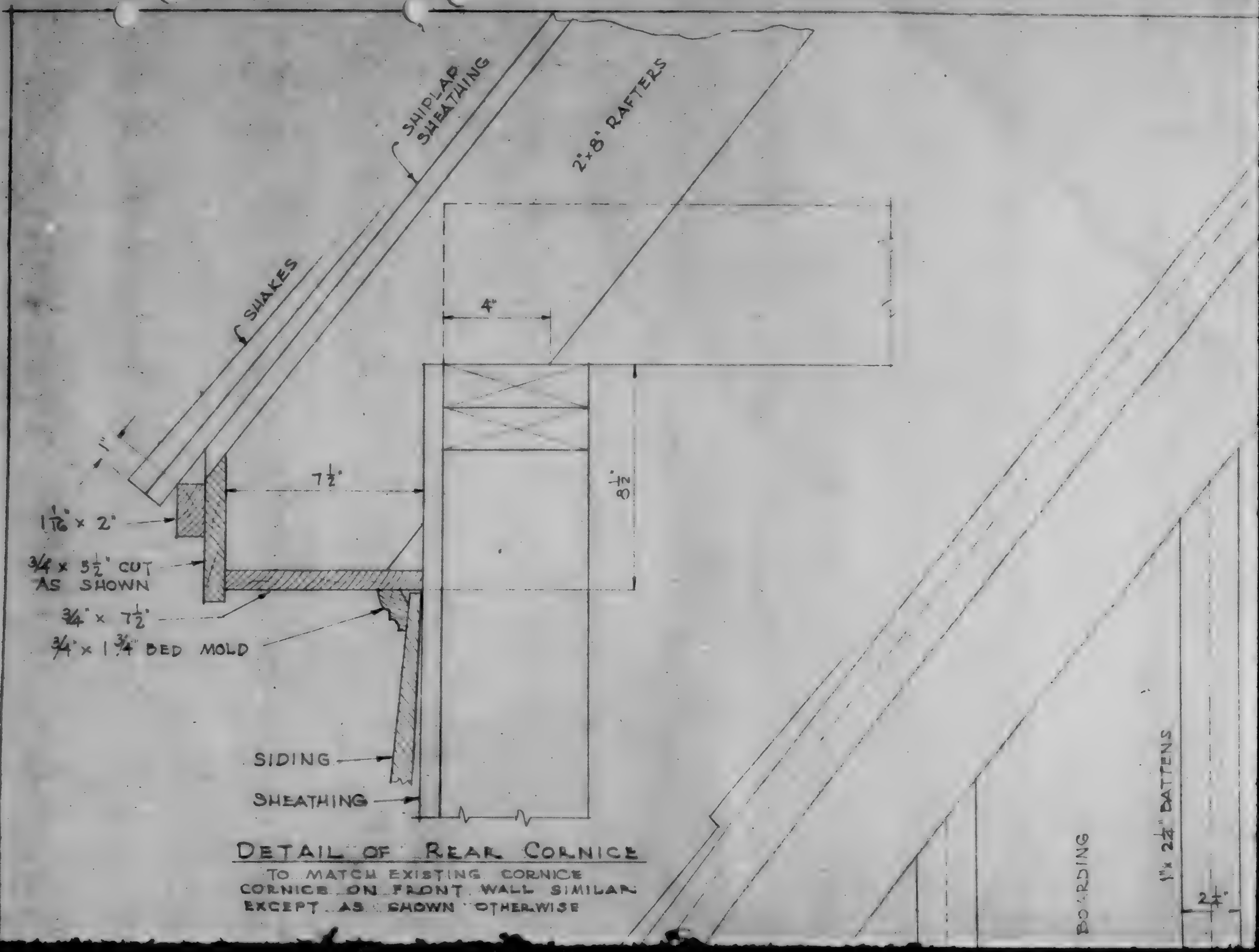


APPROVED:

G.S. Paxson
BRIDGE ENGINEER

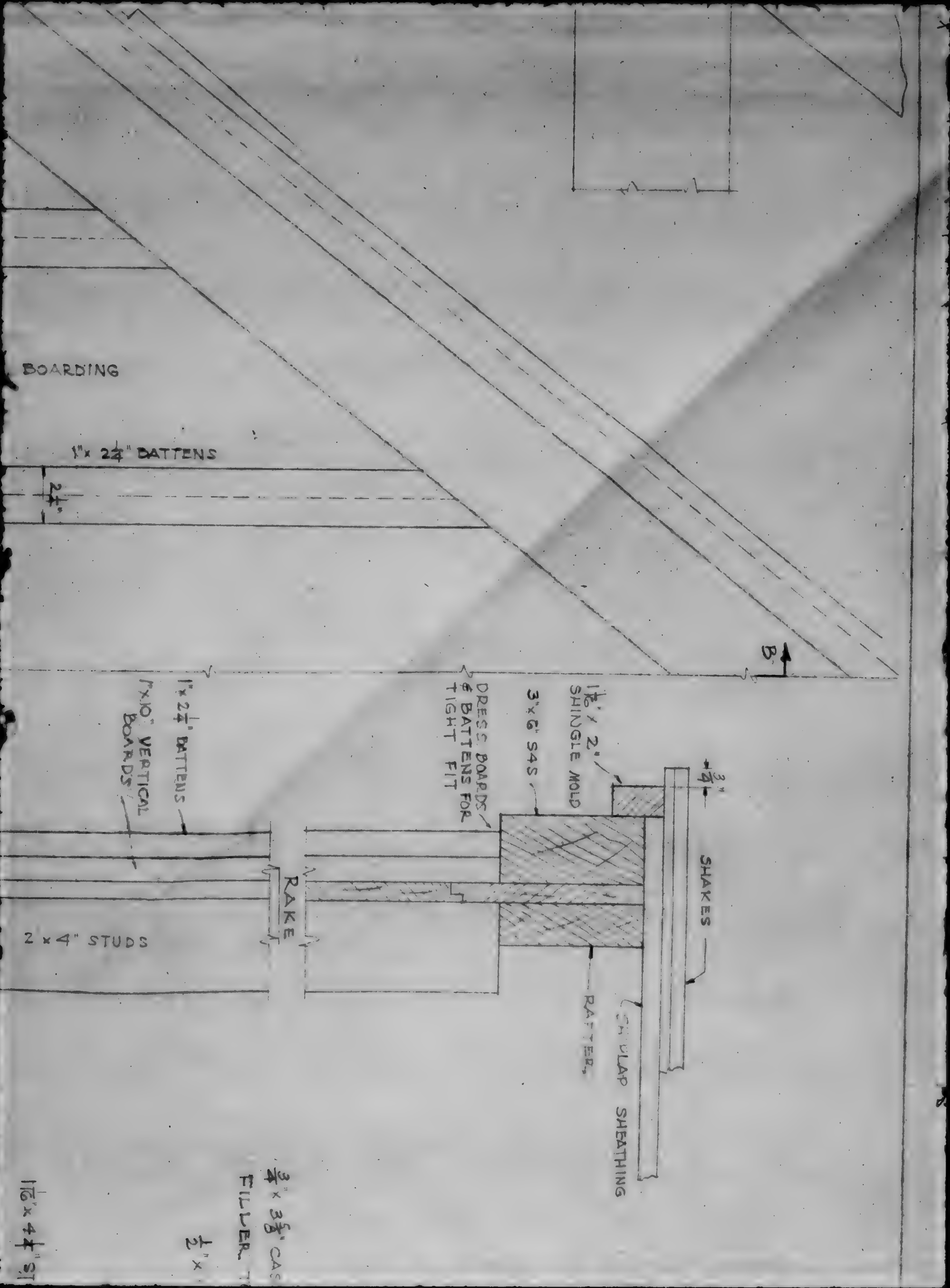
OREGON
STATE HIGHWAY DEPARTMENT
ADDITION
TO
MAINTENANCE BUILDING
AT
SANTIAM JUNCTION, LINN CO.

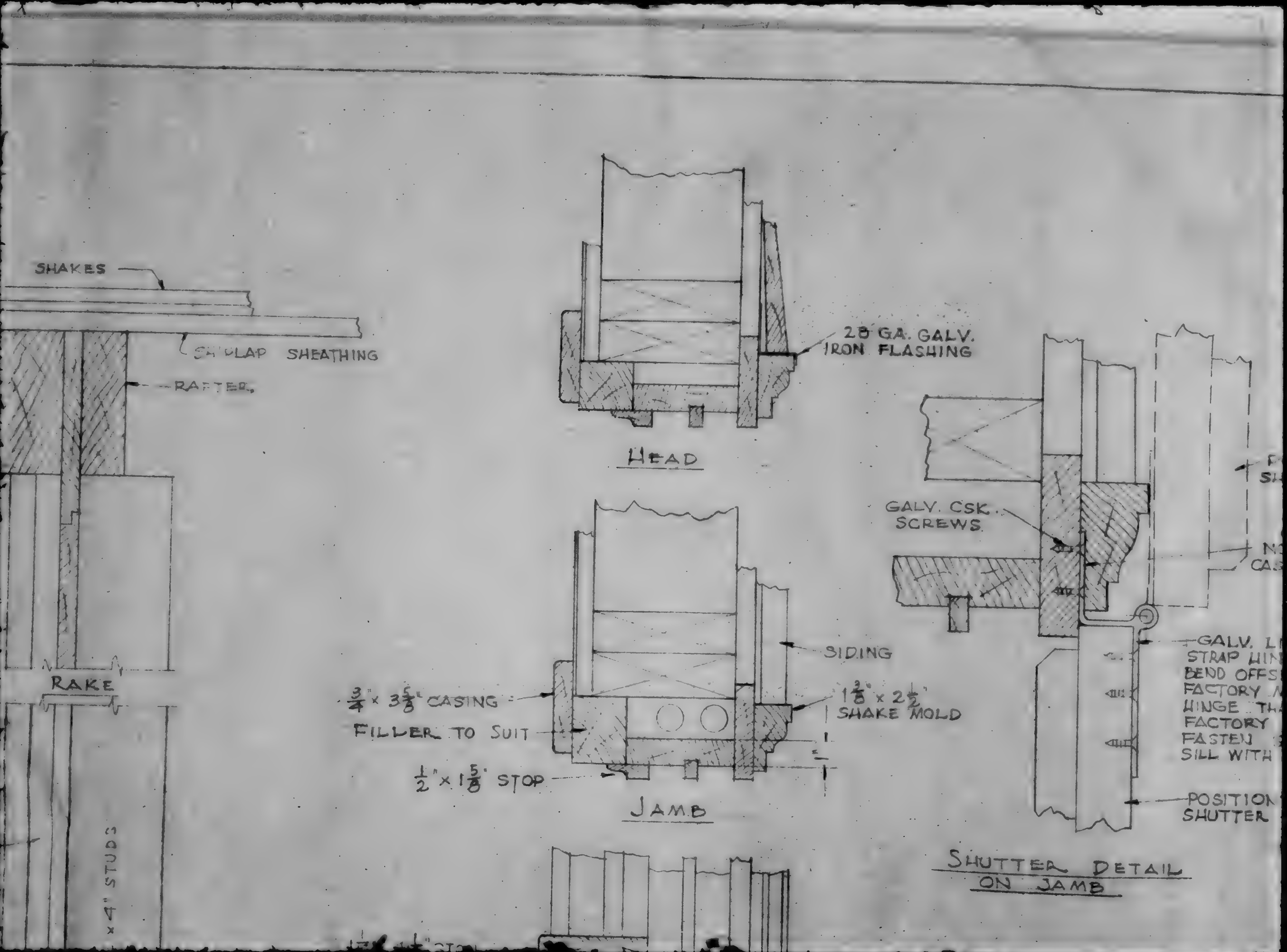
DRAWN BY CCS MARCH 1, 1951
TRACED BY CCS SHEET 3 OF 4
JOB NO. 2630 DRAWING 9826
ACCOMPANIED BY DWGS. 6747-9825-9827

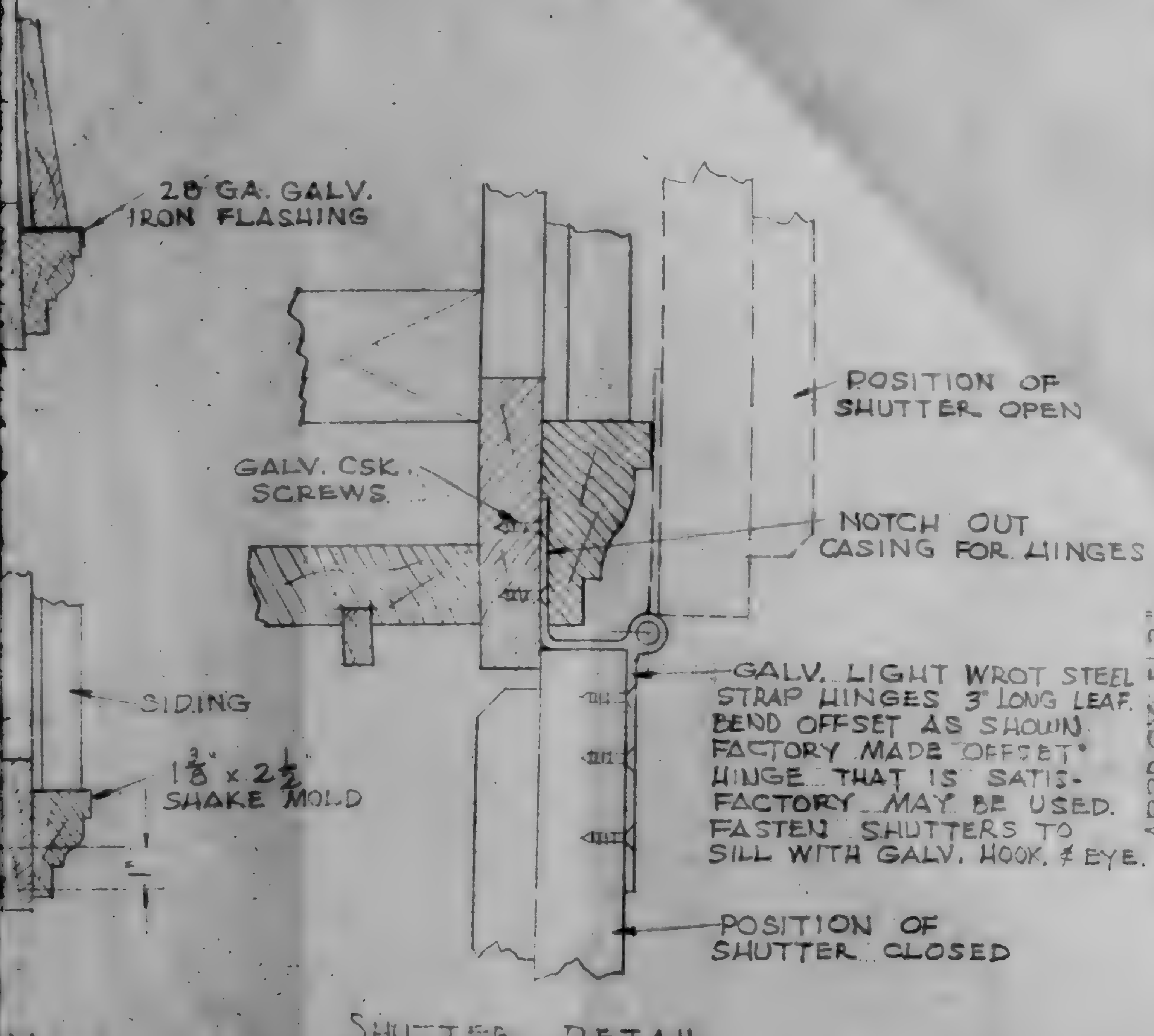


DETAIL OF REAR CORNICE

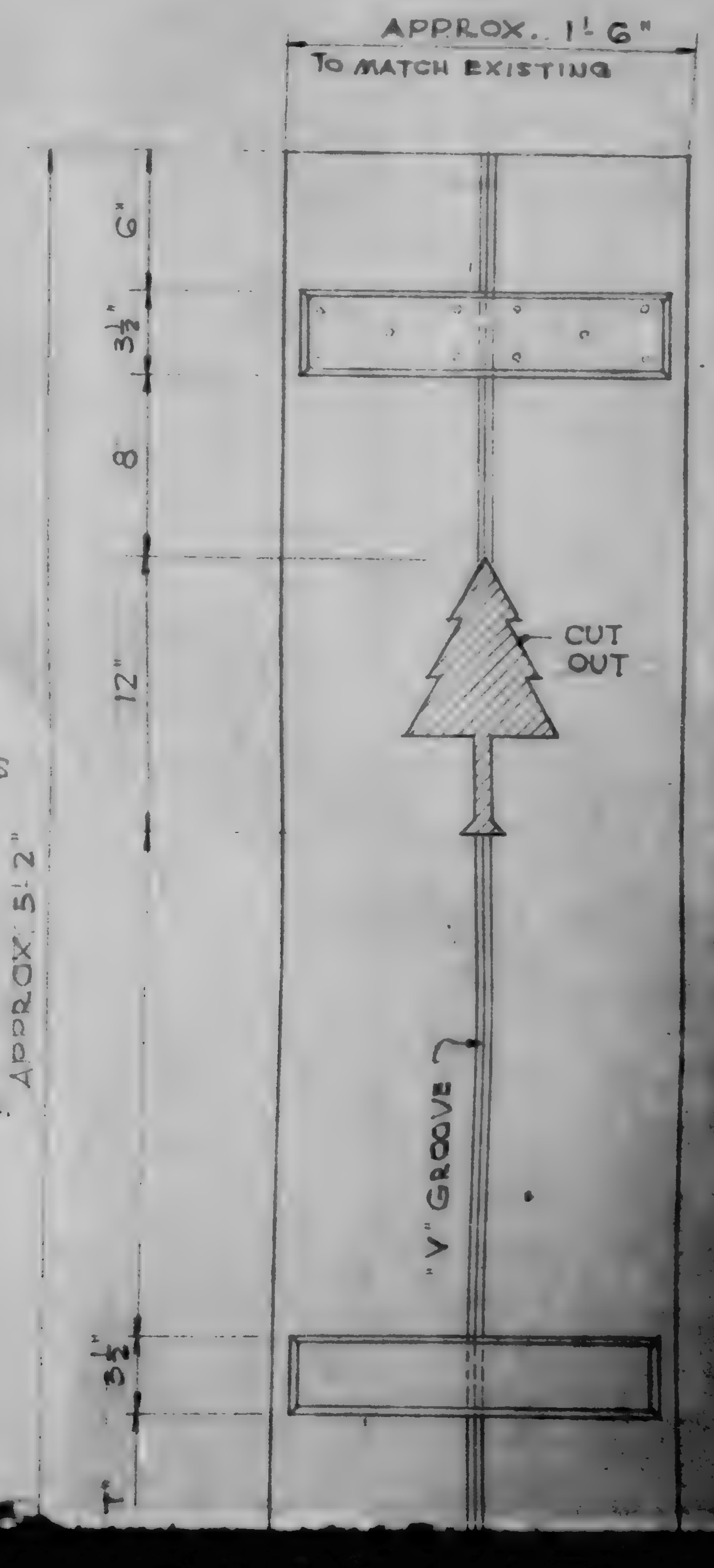
TO MATCH EXISTING CORNICE
CORNICE ON FRONT WALL SIMILAR
EXCEPT AS SHOWN OTHERWISE

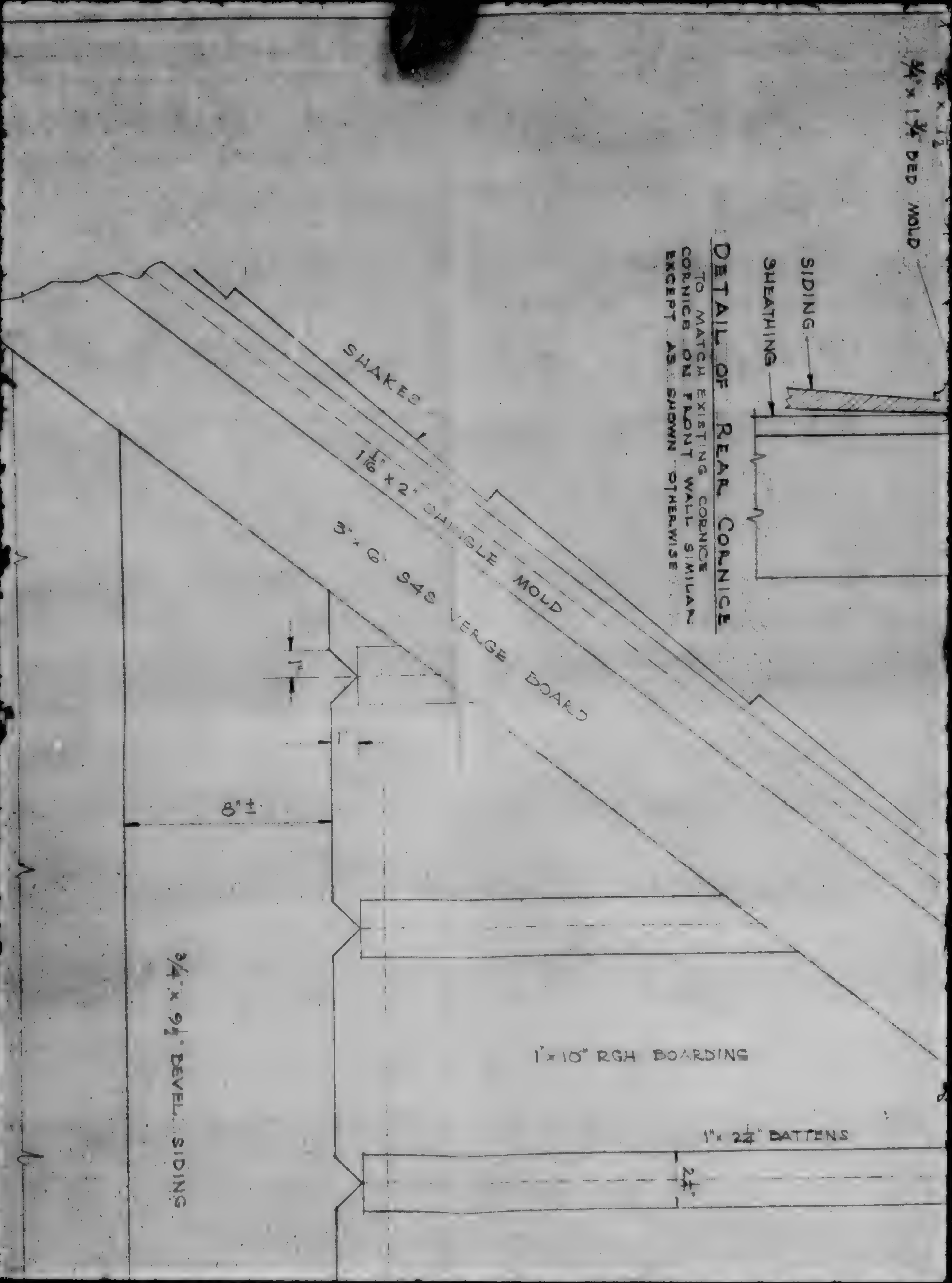

BOARDING
1"x 2¼" BATTENS
2¼"
B
1"x 2¼" BATTENS
1"x10" VERTICAL BOARDS
DRESS BOARDS & BATTENS FOR TIGHT FIT
3"x6" S4S
1 1/16" x 2" SHINGLE MOLD
¾"
SHAKES
RAKE
2 x 4" STUDS
RAFTER
SHIPLAP SHEATHING
¾" x 3⅝" CAS
FILLER T
½" x
1 1/16" x 4¼" S


SHAKES
SHIPLAP SHEATHING
RAFTER.
RAKE
x 4" STUDS
28 GA. GALV. IRON FLASHING
HEAD
SIDING
3/4" x 3 5/8" CASING
FILLER TO SUIT
1/2" x 1 5/8" STOP
1 3/8" x 2 1/2" SHAKE MOLD
JAMB
GALV. CSK. SCREWS
GALV. L
STRAP HIN
BEND OFFS
FACTORY M
HINGE TH
FACTORY
FASTEN
SILL WITH
POSITION
SHUTTER
N
CA
SH
SHUTTER DETAIL ON JAMB

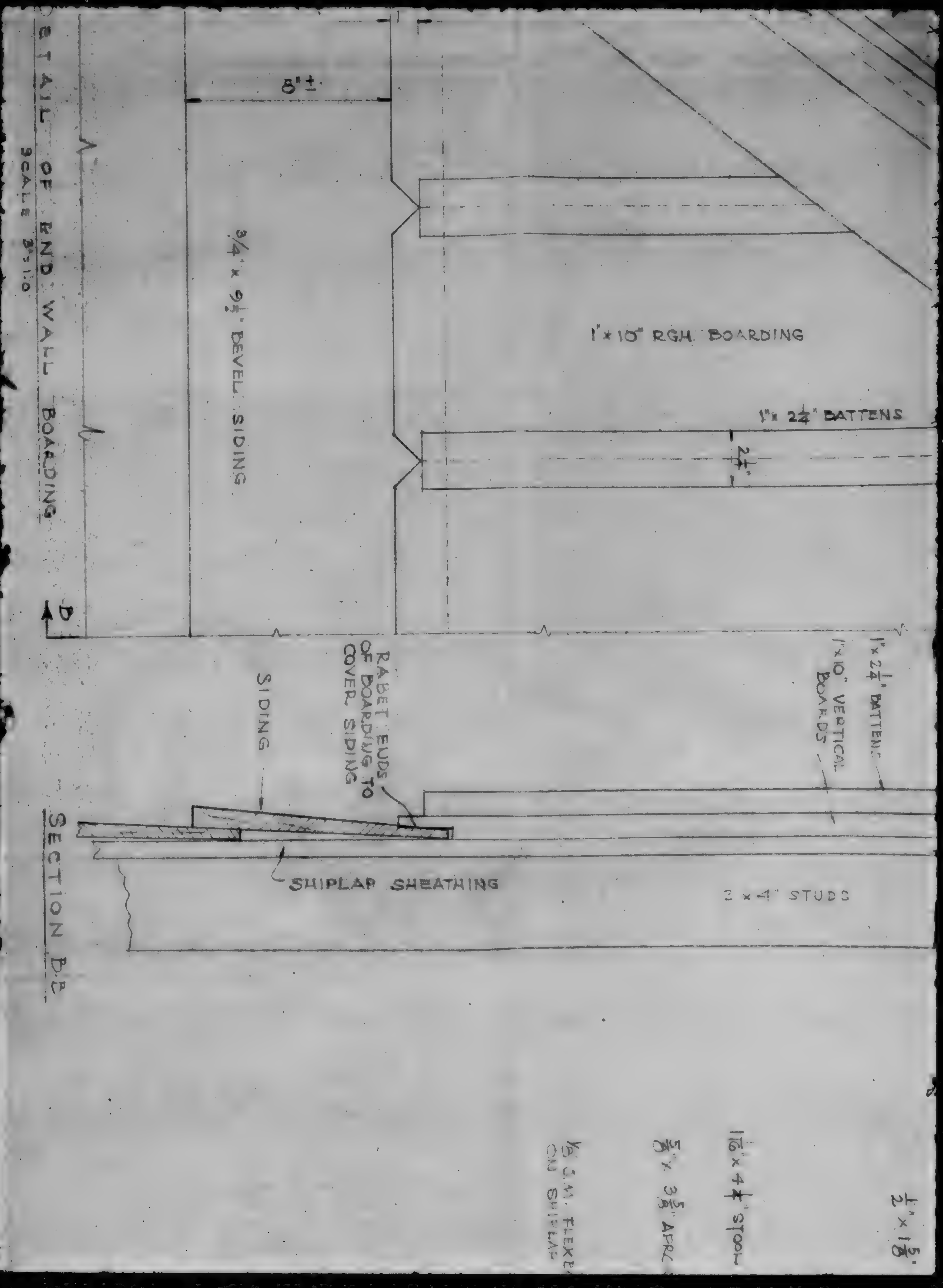

28 GA. GALV. IRON FLASHING
GALV. CSK. SCREWS
POSITION OF SHUTTER OPEN
NOTCH OUT CASING FOR HINGES
GALV. LIGHT WROT STEEL STRAP HINGES 3" LONG LEAF. BEND OFFSET AS SHOWN. FACTORY MADE "OFFSET" HINGE THAT IS SATISFACTORY MAY BE USED. FASTEN SHUTTERS TO SILL WITH GALV. HOOK & EYE.
SIDING
$1\frac{3}{8}$" x $2\frac{1}{2}$" SHAKE MOLD
1"
POSITION OF SHUTTER CLOSED

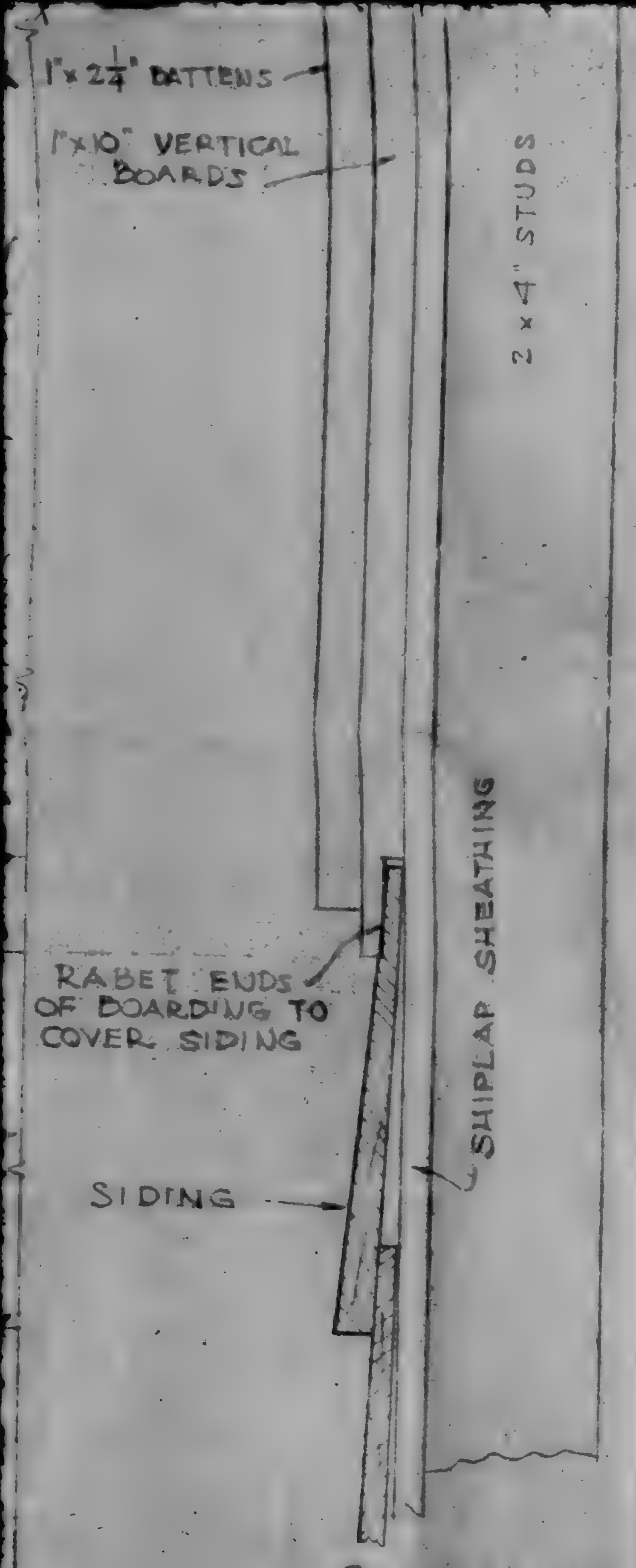
SHUTTER DETAIL ON JAMB



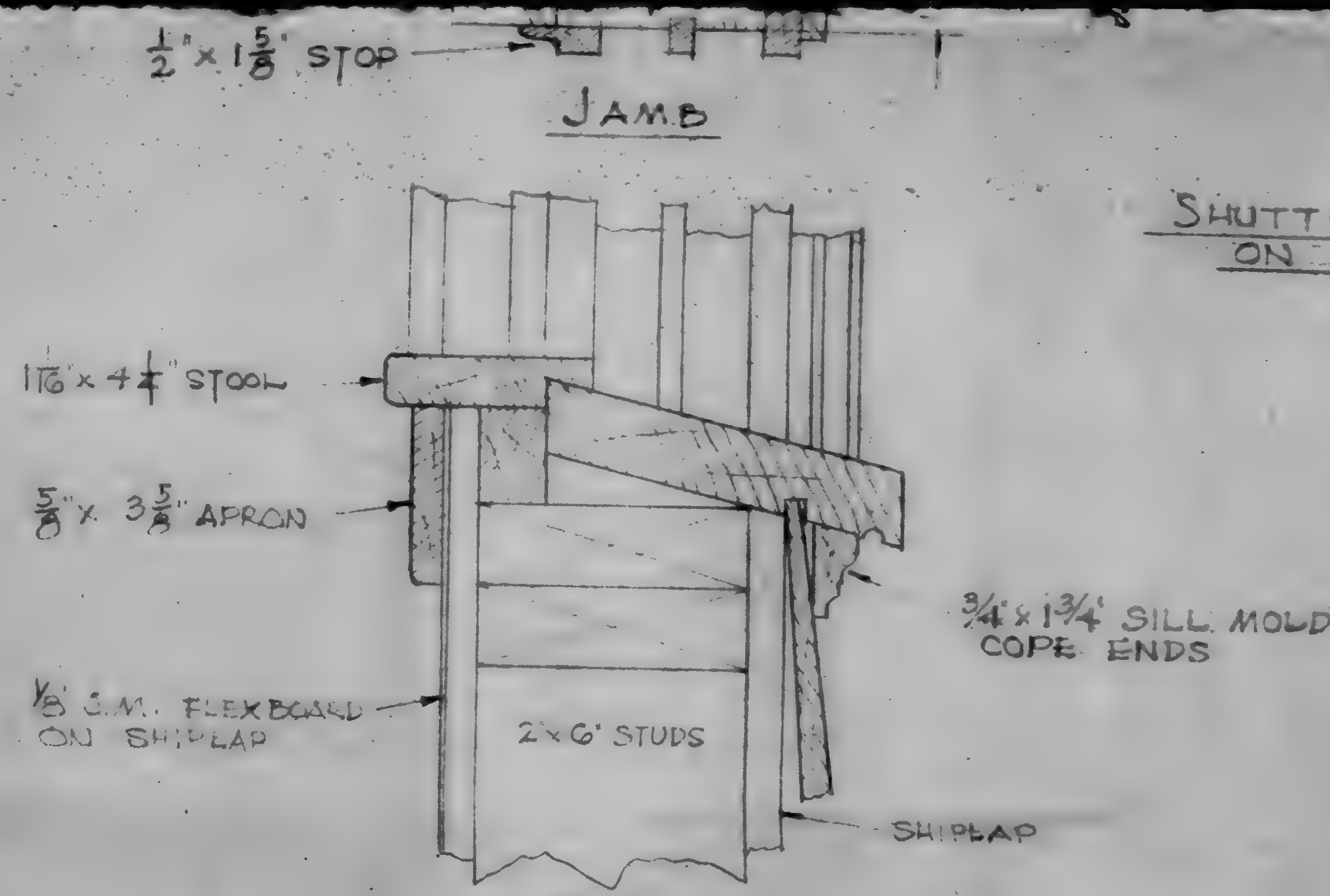


DETAIL OF REAR CORNICE
TO MATCH EXISTING CORNICE
CORNICE ON FRONT WALL SIMILAR
EXCEPT AS SHOWN OTHERWISE


DETAIL OF END WALL BOARDING
SCALE 3"=1'0"
8"±
3/4" x 9 1/2" BEVEL SIDING
1" x 10" RGH. BOARDING
1" x 2 1/4" BATTENS
2 1/4"
D
RABET ENDS OF BOARDING TO COVER SIDING
SIDING
1" x 10" VERTICAL BOARDS
1" x 2 1/4" BATTENS
SECTION D.D
SHIPLAP SHEATHING
2 x 4" STUDS
1/2" x 1 5/8"
1 1/16" x 4 1/4" STOOL
5/8" x 3 5/8" APR
1/8" J.M. FLEXE
ON SHIPLAP



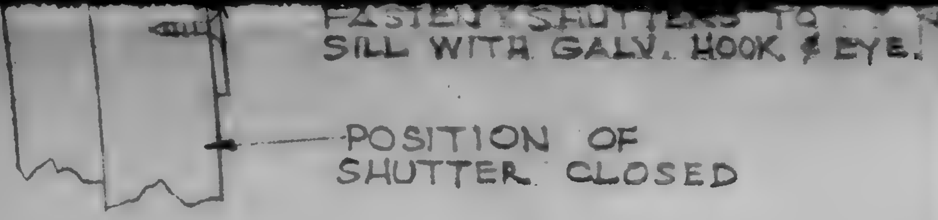
SECTION B-B



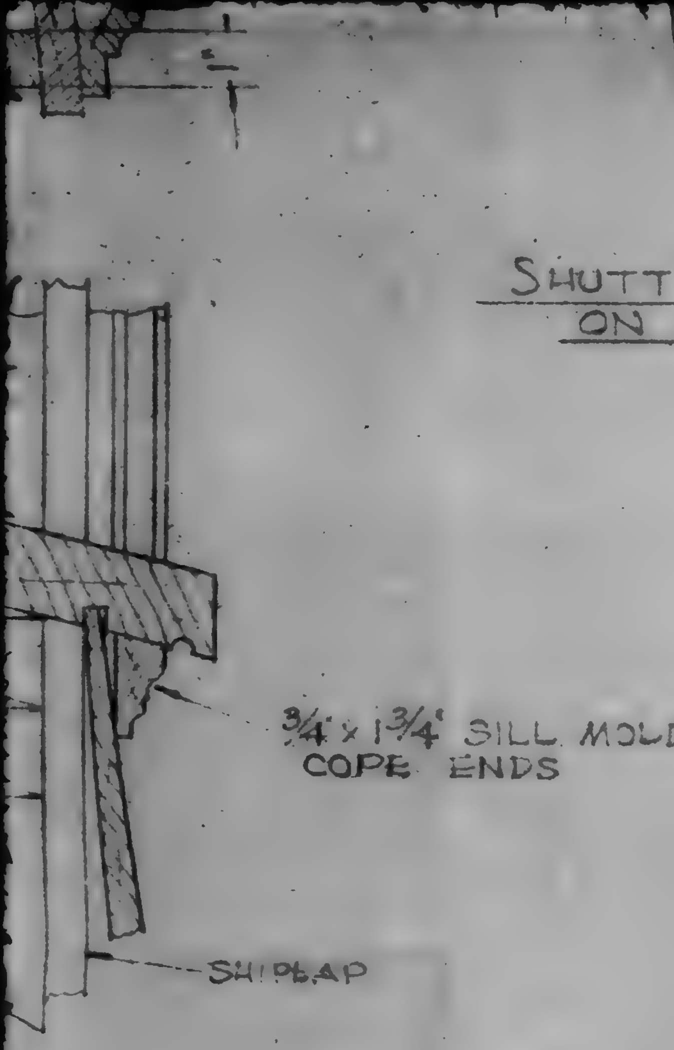
TYPICAL WINDOW DETAILS

SCALE 3"= 1.0"

SHUTTER I
ON JAMB

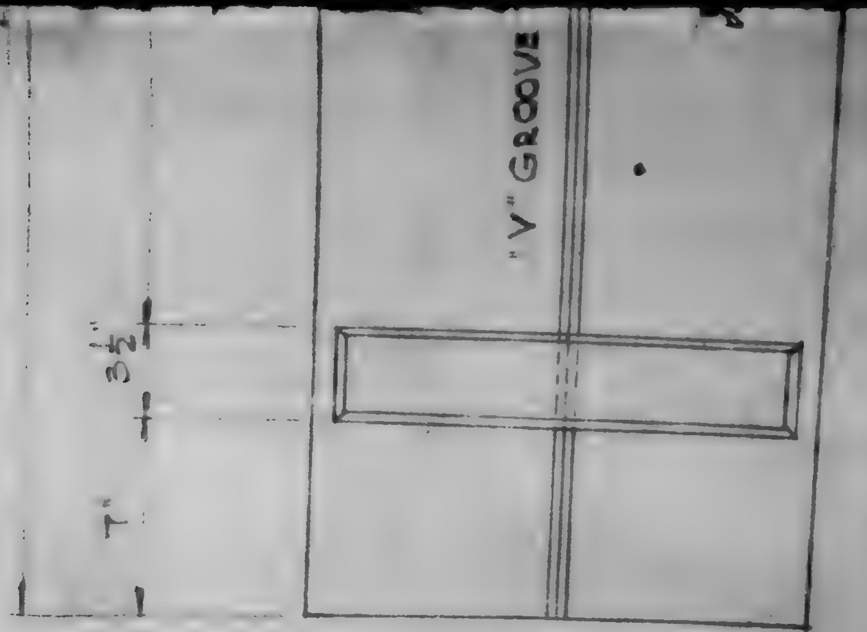


SHUTTER DETAIL ON JAMB



WINDOW DETAILS

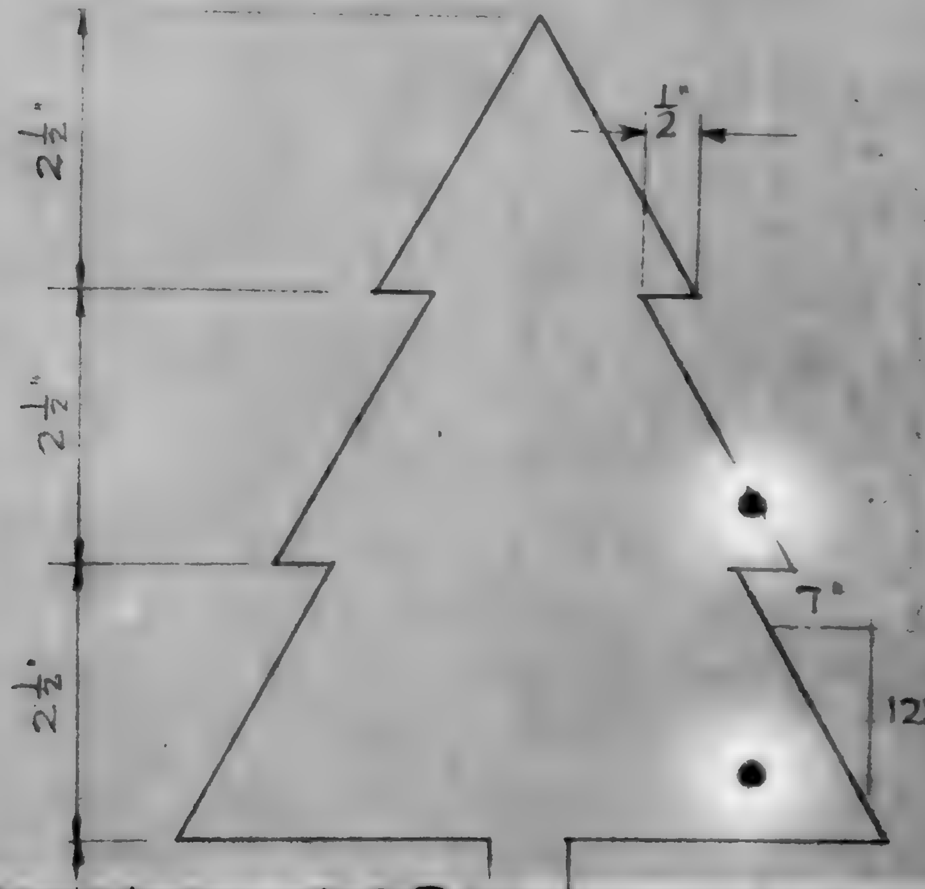
= 3" = 1.0"

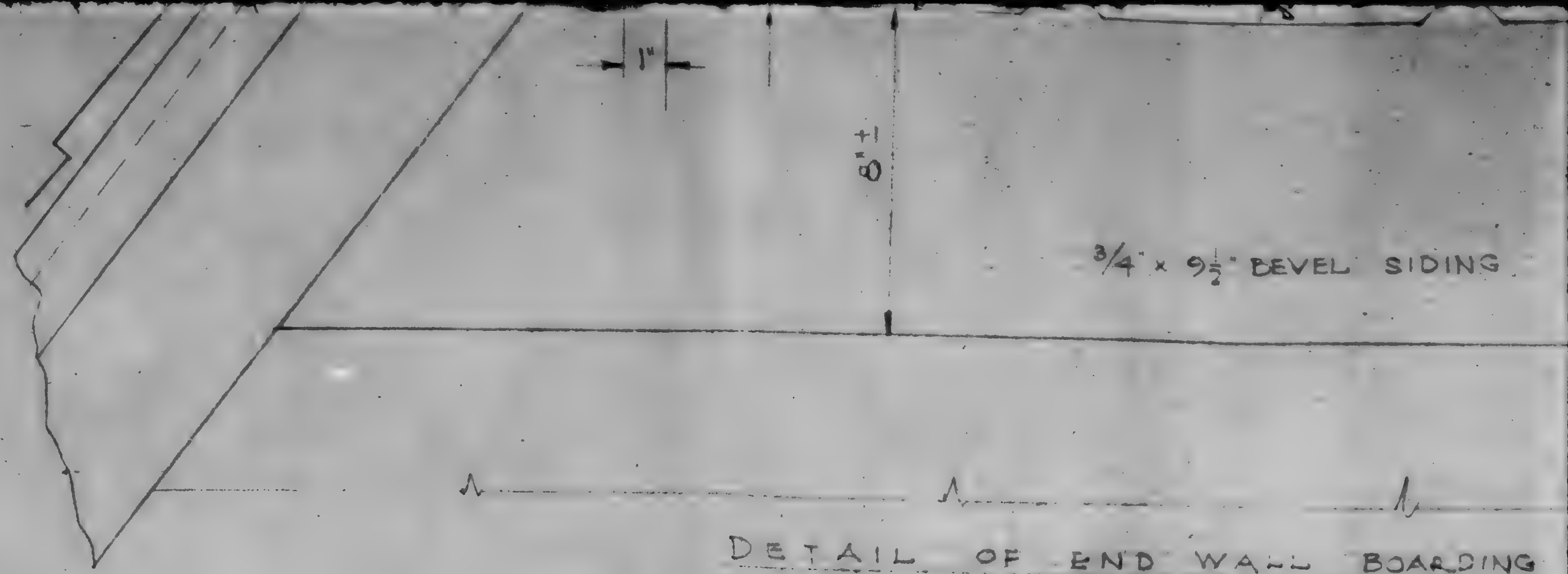


VERTICAL BOARDS 1⅛" THICK WITH "V" GROOVE AT JOINT. BATTENS 3/4" x 3 1/2", ALL EXPOSED CORNERS BEVELLED 3/16" VERTICAL BOARDING TO BE GLUED WITH WATERPROOF GLUE AND BATTENS FASTENED WITH CSK. GALV. SCREWS. ALL MATERIAL SHALL BE S4S V.G. "B" & BETTER KILN DRIED PINE OR FIR

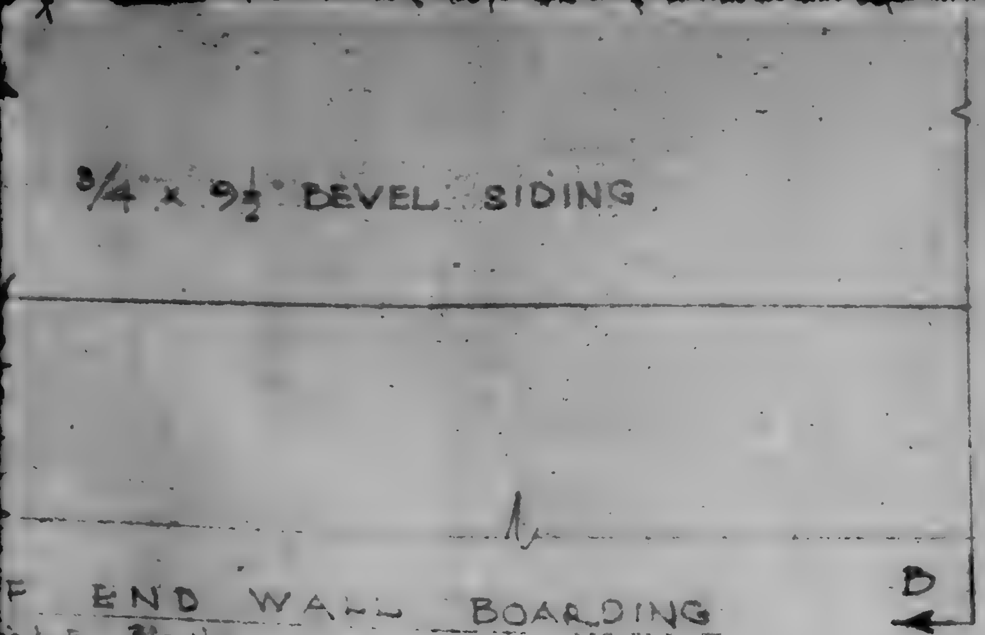
SHUTTER DETAIL

SCALE 1 1/2" = 1.0"

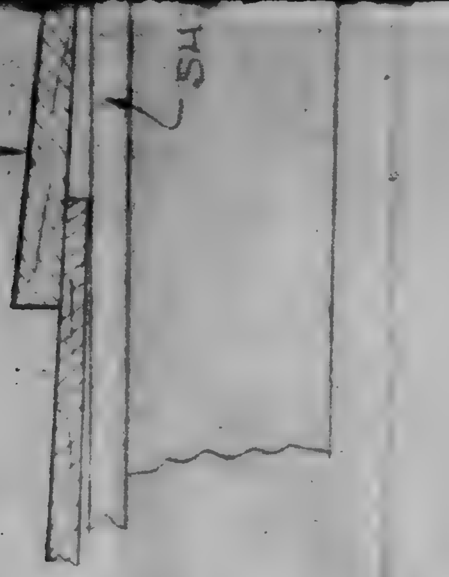




DETAIL OF END WALL BOARDING
SCALE 3"=1.0



F END WALL BOARDING
ALE 3"=1'0"



SECTION B.B

NOTE:
DETAILS SHOWN HEREON ARE
TRACED FROM PLANS OF
ORIGINAL BUILDING.

APPROVED:

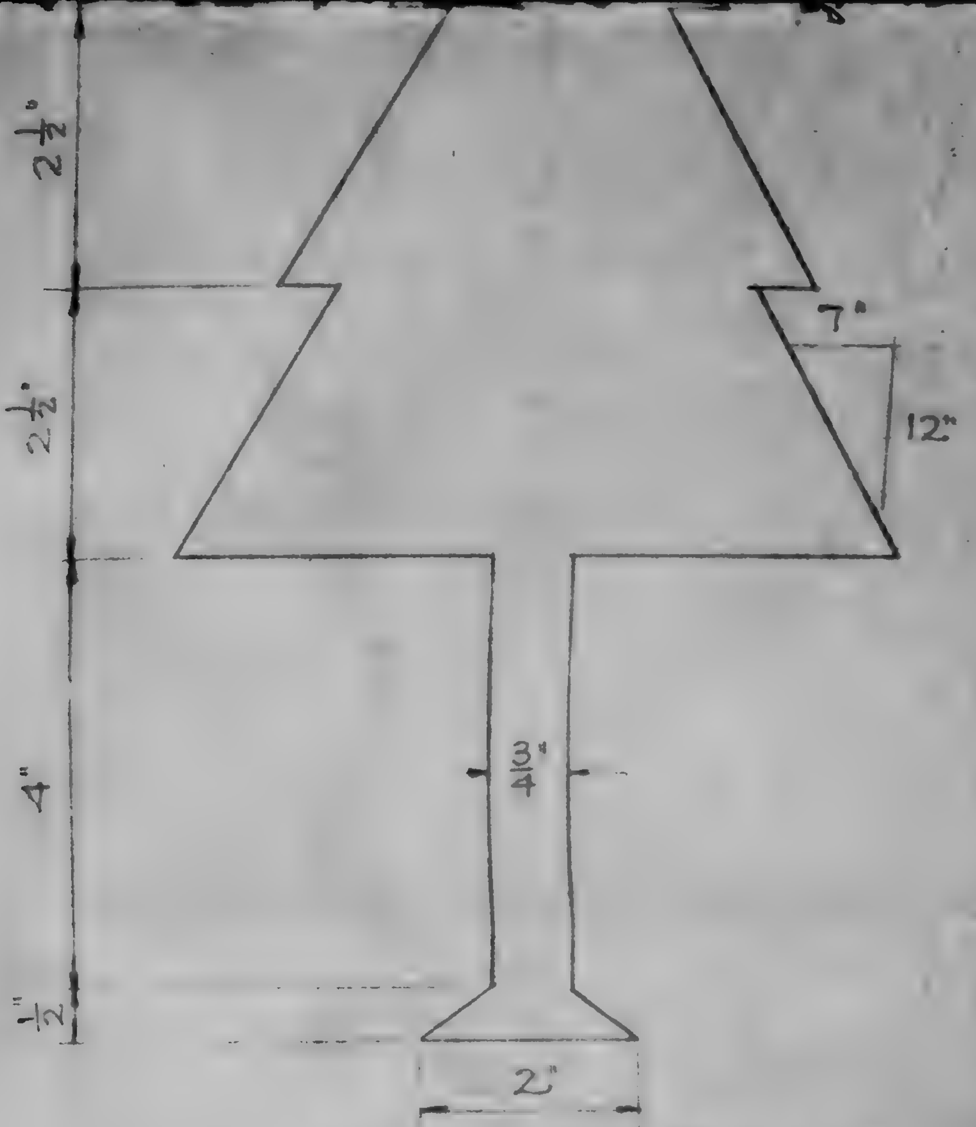
BRIDGE ENGINEER

SH

OR
STATE HIGHWA
ADD

MAINTENANC

SANTIAM JUNC
DRAWN BY CCS
TRACED BY CCS
JOB NO: 2630
ACCOMPANIED BY



SHUTTER CUT-OUT
HALF SIZE

NOTE:
DETAILS SHOWN HEREON ARE TRACED FROM PLANS OF ORIGINAL BUILDING.

APPROVED:

BRIDGE ENGINEER

OREGON
STATE HIGHWAY DEPARTMENT
ADDITION
TO
MAINTENANCE BUILDING
AT
SANTIAM JUNCTION, LINN CO.

DRAWN BY CCS MARCH 1, 1951
TRACED BY CCS SHEET 4 OF 4
JOB NO. 2630 DRAWING 9827
ACCOMPANIED BY DWGS. 6747-9825-9826

322-1709 Halsey (First Street) 1951
Paving Project in Halsey

#3546

RECEIVED
FOR FILING

322-1709

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 30, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3546	2-final	WESTERN PAVING & CONSTR. CO.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
20395	R-28807	$ 479.72 Nov. 28, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: None

Completion Date: Sep. 25, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-3-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

POSTED ON CARD
12-3-51

Warrant Mailed: DEC 4 1951

RECEIVED
NOV 1951
FOR FILING

322-17[illegible]9

3546

November 7, 1951

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3546 for paving on the Halsey (1st St.) City Street Section in Linn County was completed by the contractor, Western Paving & Construction Co., on September 25 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $479.72 will be released to the contractor on or after November 17, 1951. The total contract amount is $11,141.47, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seth Leavens Agency
Jackson Tower
Portland, Oregon

RECEIVED
NOV 51
FOR FILING

322-1203

3546

October 25, 1951

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Western Paving & Construction Co. on contract No. 3546, for paving on the Halsey (1st St.) City Street Section in Linn County.

This payment, in the amount of $10,661.75 will be released to the contractor on or after November 5, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

MAILED OUT ON
[illegible]

October 22, 1951

Mr. Melvin Abraham
City Recorder
Halsey, Oregon

Dear Sir:

Contract No. 3546 with Western Paving & Construction Company for paving on 1st Street in the City of Halsey was completed September 25, 1951, and accepted by the Highway Commission on October 11, 1951. Under the terms of the agreement dated April 20, 1951, the City now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, September 25, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RP:MM

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1951, 19

Section Halsey (1st Street)

Kind of work Paving

Highway City Dtreet

Section prefix 322-1709

Contractor Western Paving & Construction Co

Contract number 3546

Date of contract July 17, 1951, 19

Date of completion Sept. 30, 1951, 19

Date work started Sept. 10, 1951, 19

Estimated date of completion Sept. 26, 1951, 19

Amount of contract . . . . $ 13,021.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering . . . . $ 13,021.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 750, 5.8 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FI AL REPORT

Contractor finished sealing Monday and placed shoulders Tuesday. Used $\frac{1}{4}$-;0 material for seal cover damp. Rained Monday night. It appears that it is better that this material be used with emulsion in wet weather than brown sand. A reasonably good job of sealing was obtained.

This outfit used a Jaeger aggregate spreader for a paver. It is recommended that small outfits using such equipment be advised about improvements to these makeshift pavers for small jobs. Mr. Geo Miller is competent for this work. This machine could be overhauled to do a good job without excessive hand work. The company's distributor was without a gallonage gauge making it necessary to weigh the material used.

Considerable benefit to the satae could accrue from the encouragement of these small operators on such jobs as these and it is recommended that some effort be made to advise and encourage them to overhaul their equipment to a satisfactory point that will eliminate the hand work.

RECEIVED
OCT 1 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

NOTED
W. LIBBY

Signed S F Walters

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.31	.31			.31
Miles partially completed					
Miles completed	.31	.31			.31
Total estimated quantities	550	550			1,000
Estimated quantities moved or placed to date		287			974
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...1....., Rollers ....1....., Mixers ...., Crushing or screening plants ......1.........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Fair		
Wednesday	"		
Thursday			
Friday	Shrs		
Saturday	Rain		

RECEIVED
AUG 7 1951
FOR FILING

322-1709

3546

August 6, 1951

Western Paving & Construction Co.
223 E. Second Street
Albany, Oregon

Gentlemen:

We enclose, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on July 17, 1951, as follows:

Contract No. 3546, for paving on the Halsey (1st St.) City Street Section, Linn County.

Contract No. 3550, for paving on the Turner "C", 2nd & "D" Sts.) City Streets Section in Marion County.

Executed copies of these contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
JUL 19 1951
FOR FILING

[illegible]

3546

July 18, 1951

Western Paving & Construction Co.
223 East 2nd Street
Albany, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3546 for 0.31 mile of rock base and paving on First Street in Halsey, Linn County. This award was based on your low bid of $13,021.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
APR 27 1951
FOR FILING
FORM E-30X 25M 6-50 42269

[illegible]

3546

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1951

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

Mr. F. D. Eason
Division Engineer

Attached is an unexecuted copy of an agreement covering the proposed $250,000 city allotment project in the City of Halsey.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Halsey	1
County & City Relations	1
Division No. 2	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

FOR FILING

April 23, 1951

Melvin H. Abraham, City Recorder
City Hall
Halsey, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Halsey covering the improvement of First Street from "I" Street to "C" Street, a distance of approximately 0.30 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

NOTED
J. W. CATTRALL

March 8th, 1951

Mr. Melvin Abraham
City Recorder
Halsey, Oregon

Dear Sir:

The State Highway Commission at its February 26 - 27 meeting approved a project in the city of Halsey to be constructed from the 1951 $250,000 City Allotment Fund as provided by Chapter 149, Oregon Laws 1949.

Said project as approved provides for grading and paving of First Street from "I" Street to "C" Street. You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

HALSEY

PRELIMINARY ESTIMATE

12/28/50

First Street from "I" Street northerly to "C" Street, a distance of approximately 0.30 mile.

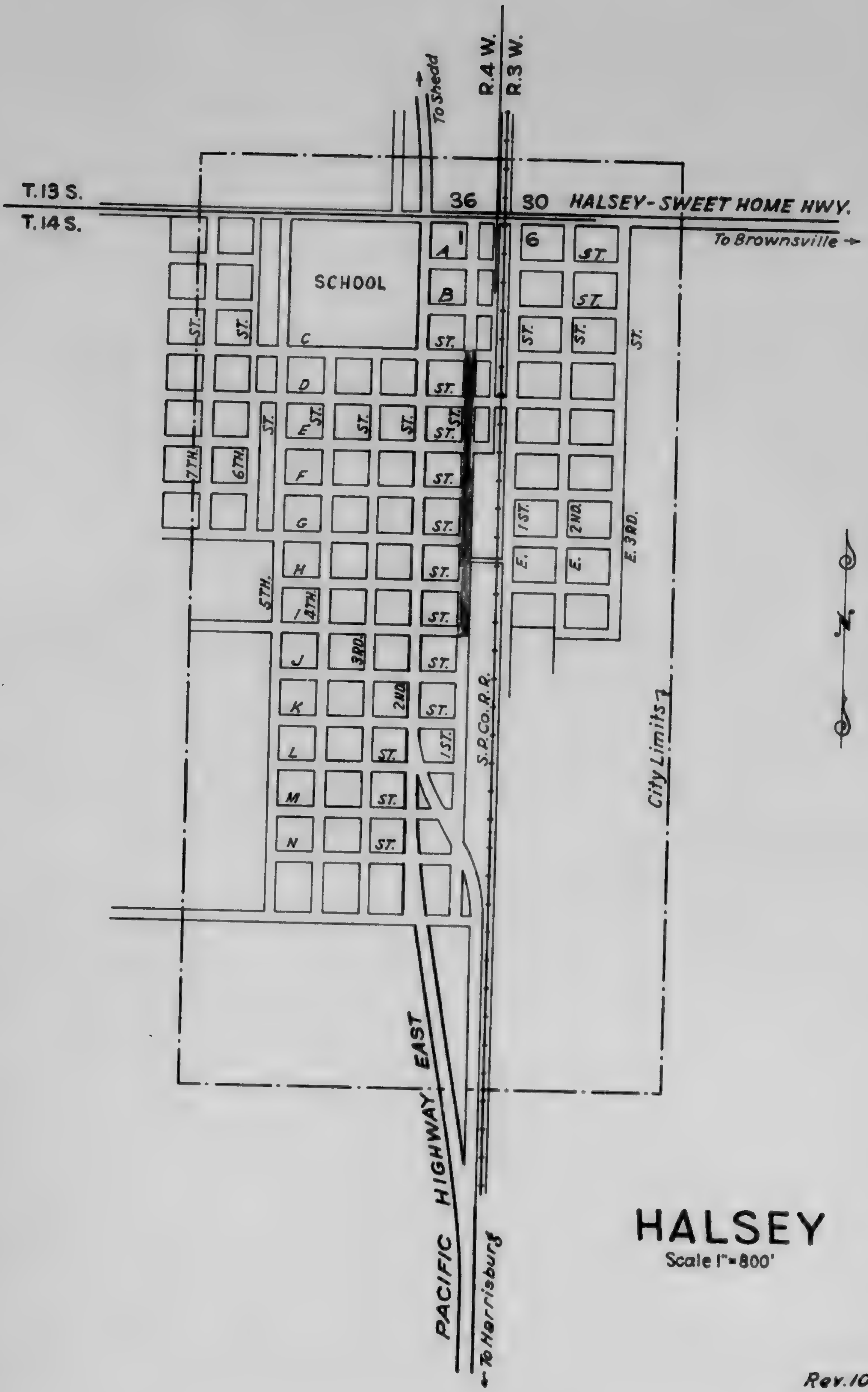
Place 3" thickness of asphaltic concrete 30' in width from "I" to "G"; widen "F" to "C" and place 3" of asphaltic concrete 20' in width with 3' shoulders.

Unit	Quantity		Unit Price	Total
Excavation	50	c.y.	$ 2.00	$ 100.00
Preparation of base	0.30	mile	1000.00	300.00
3"-0 in base	300	c.y.	3.00	900.00
3/4"-0 in base & shoulder	160	c.y.	3.50	560.00
Sprinkle	10M	gal.	4.00	40.00
RC-3 in binder course	8	tons	60.00	480.00
Type B asphaltic concrete	850	tons	11.00	9,350.00
Emulsified asphalt in seal coat	3	tons	60.00	180.00
Aggregate in seal coat	15	c.y.	6.00	90.00

Preliminary Estimate of Construction	$12,000.00
12-1/2% Engineering & Contingencies	1,500.00
Preliminary Engineering	500.00
	$14,000.00

NOTE: City to construct all drainage.

HCA:MM



HALSEY

Scale 1"=800'

Rev. 10-12-49

Halsey. 12-28-50

Preliminary Estimate.

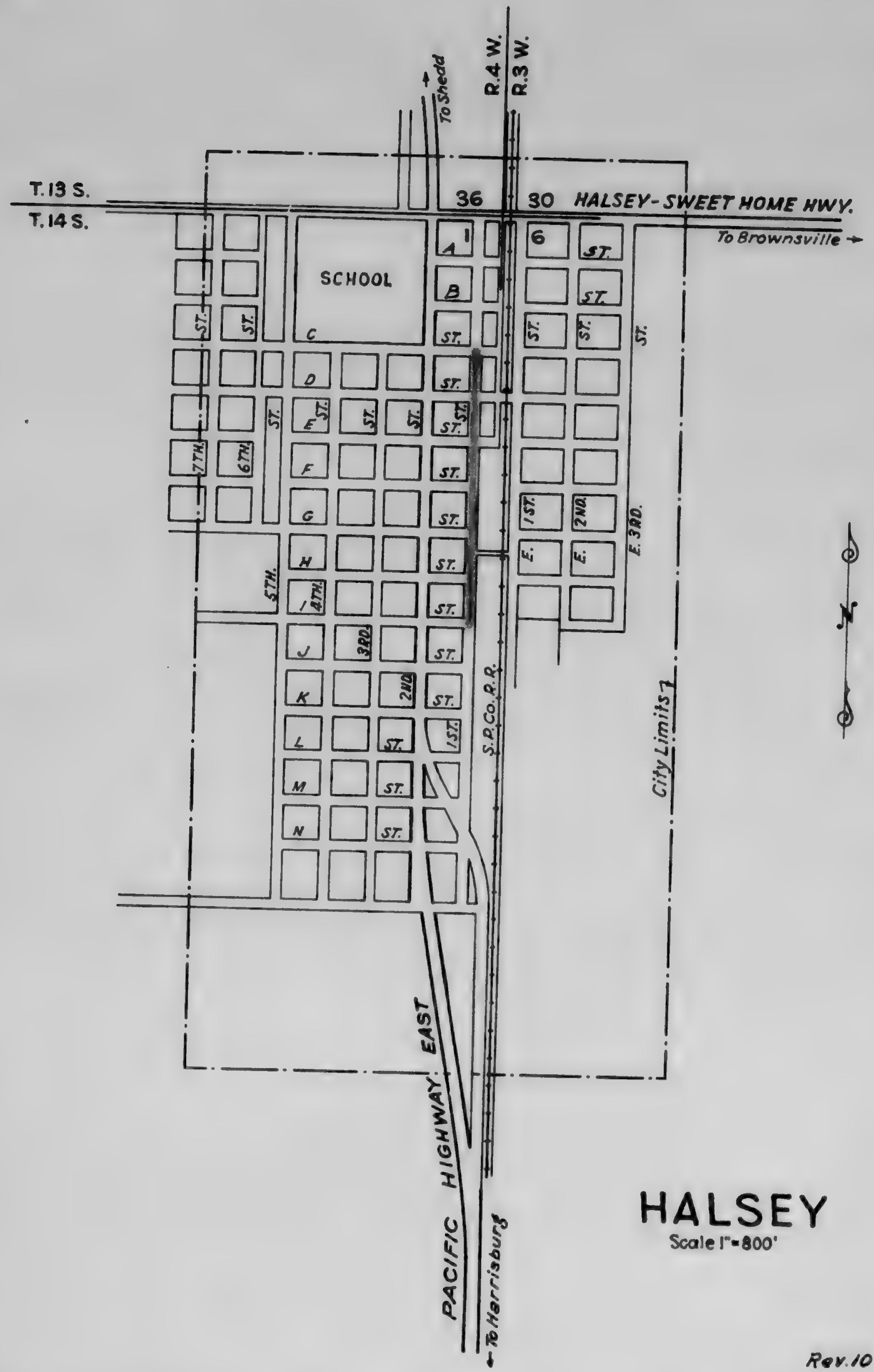
First Street, from "I" Street northerly to "C" Street
a distance of approximately 0.30 mile.

Place 3" thickness of asphaltic Concrete 30' in width from "I" to "G"; widen "F" to "C" and place 3" of asphaltic Concrete 20' in width with 3' shoulders

Excavation	50 cu yds	$\$2^{00}$	$100.00
Preparation of base	0.30 mile	1000^{00}	300.00
3"-0 in base	300 cu yds	3^{00}	900.00
3/4"-0 in base + shoulder	160 cu yds	3^{50}	560.00
Sprinkle	10 M. gal.	4^{00}	40.00
RC-3 in binder course	8 tons	60^{00}	480.00
Type B asphaltic Concrete	850 tons	11.00	9350.00
Emulsified asphalt in seal Coat	3 tons	60.00	180.00
Aggregate in seal Coat	15 cu yds	6.00	90.00
	Preliminary Estimate of Const Cost		$12,000.00
	12½% Engineering and Contingencies		1500.00
	Preliminary Engineering		500.00
			$14,000.00

City to construct all drainage

A.C.G.



HALSEY

Scale 1" = 800'

Rev. 10-12-49

Valley 12-13-50

[illegible] the investigation of East Shaft in [illegible] [illegible] the [illegible] statement [illegible] super[illegible] [illegible] the support [illegible] Heavy [illegible] [illegible] [illegible] as follows:

[illegible] Major [illegible] Taylor and Mr. Scott [illegible] agreed [illegible] the shaft should be [illegible] [illegible] that damage was [illegible] [illegible] damage.

After careful consideration these men [illegible] the [illegible] Engineer to instruct them how [illegible] to place a large [illegible] from [illegible] to [illegible] [illegible] [illegible] now.

[illegible] the maximum allowable [illegible] to [illegible] the [illegible] shaft, and [illegible] they [illegible] to [illegible] at [illegible] as soon as possible, [illegible] they did get [illegible] [illegible] [illegible] damage.

The shaft [illegible] traffic and the [illegible] make it [illegible] [illegible] project.

HGE.

June 22, 1950

Mr. Martin Koontz
City Recorder
Halsey, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Reference is made to your request for assistance under the $250,000 Special City Allotment fund.

This is to inform you that the entire $250,000 fund for 1950 has been allocated. Your request, however, will be investigated in the near future and given prior consideration for inclusion in the 1951 program.

I am writing you at this time in order to inform you of developments as well as to assure you that your request has not been overlooked.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

[illegible]

$250,000

Halsey. 3-21-50

Contacted mayor L. D. Taylor and a Mr. Scott and went over proposed project. On first Street

Advised them they could not hope to cut down on maintenance costs until street was drained, as for the greater part of street there has been no attempt to provide drainage.

Street for half distance is very narrow and highly backed, was oiled last year and has a few chuck holes which they said they would patch now. they have a kettle. Street generally in good condition.

Advised them would not be able to do anything for them this year at least, and for them to investigate the possibility of raising funds to provide drainage. They will talk this over on next Council meeting and asked me to call back in a "few" weeks and see what they have decided.

Sidewalks are on west side of street and are in most cases lower than road surface, surface water now drains from street on to sidewalks; and to reinforce the street would only add to this problem -

Pointed these things out to these men and asked them to decide just how far city wished to go in building a good street.

Hpt ~~[illegible]~~
~~Street in good condition~~ H.G.G.

6-8-50
Mayor L. D. Taylor said Council would take up the matter of fixing "I" Street at meeting of 6-12-50

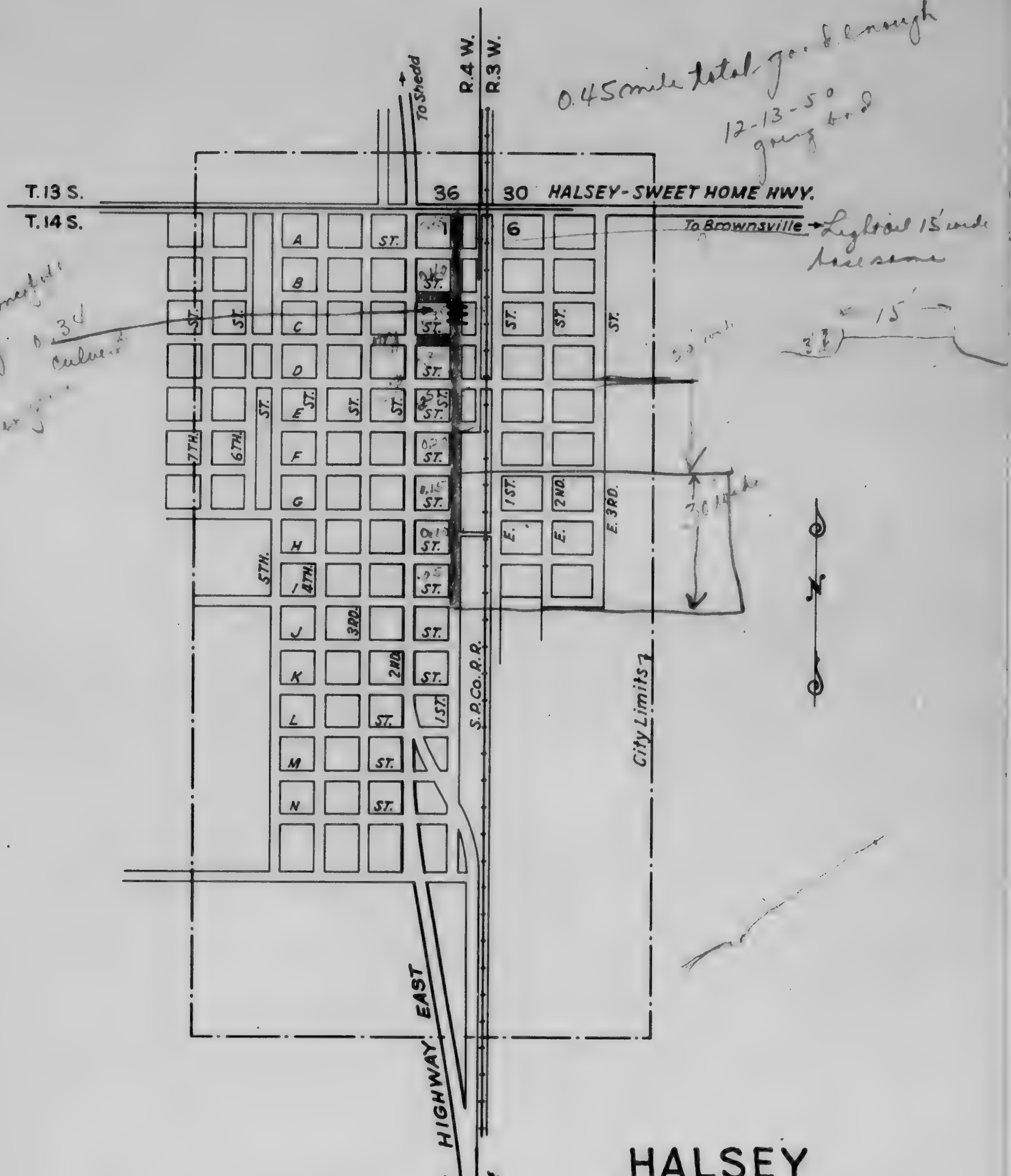
11-16-50
Street still good - need but few patches. HGG

12-13-50
"going bad"

3- -50

0.45 mile total good enough
12-13-50
going bad

3 ea. 30' concrete
22' long 0.34
culverts



Lightoil 15' wide
base same

HALSEY

Scale 1" = 800'

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

1-9-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Halsey, Oregon is an incorporated city of the State of Oregon, and has a population of 305, as given by the latest official census, and

RECEIVED
JAN 11 1950

Form cc-50

WHEREAS, the following streets of said city,

West Ist from I st North to Brownsville-Sweet Home Hwy.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

West 1 st from I St north to Brownsville-Sweet Home Hwy

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form cc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Halsey, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor L. D. Taylor Scott as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of January, 1950.

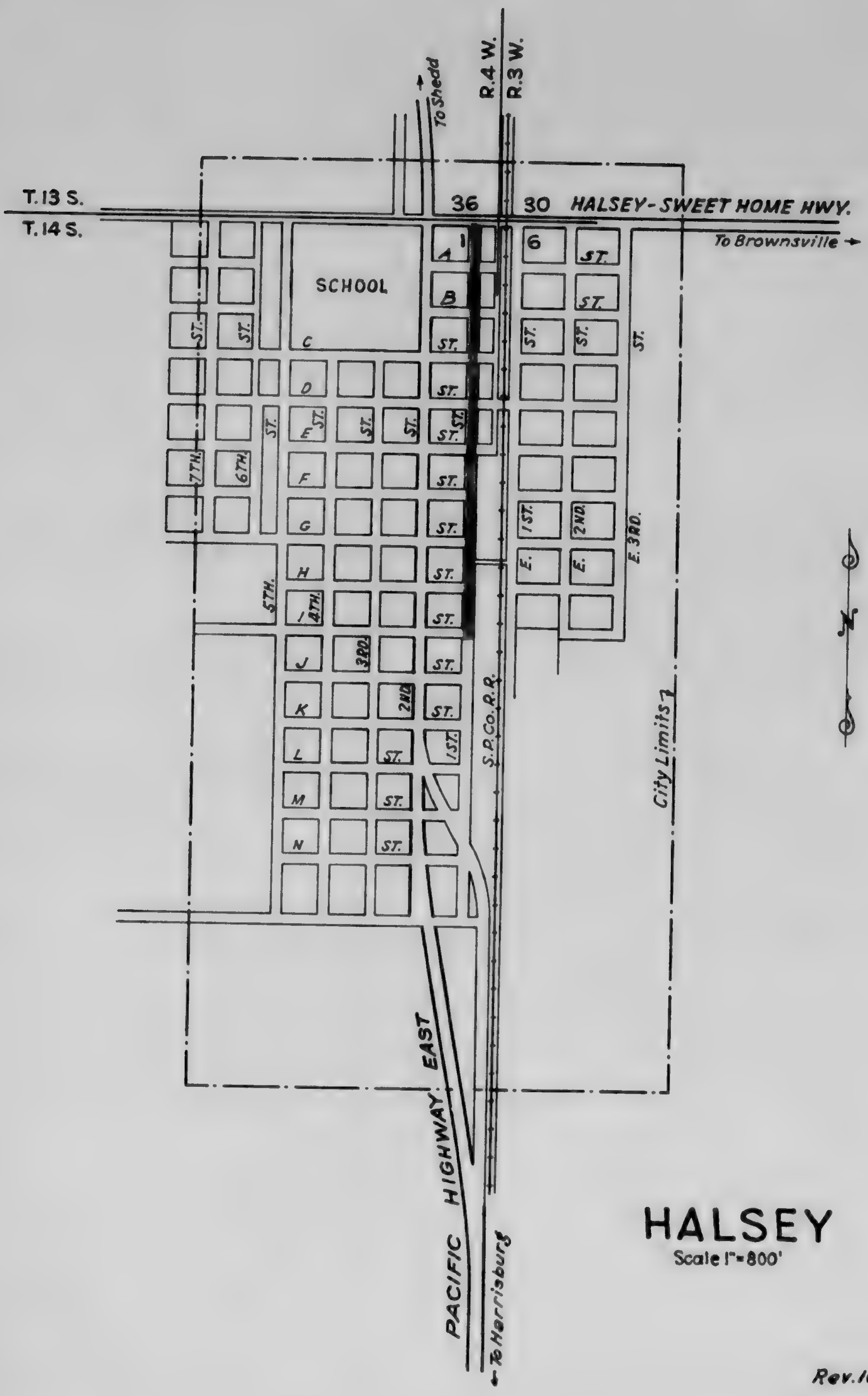
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Halsey at a regular ~~or special~~ meeting of said council, held on the 9th day of January, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 28th day of January, 1950.

Martin V Long
City Recorder



HALSEY

Scale 1" = 800'

Rev.10-12-49

322-1710 Brownsville (Main Street) 1/71
Paving Project in Brownsville

#3547

RECEIVED
FOR FILING

322-1710

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 21, 1951

(CONTRACT NO.) 3547	(EST. NO.)	(CONTRACTOR)
3547	4-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20226	R-28483	$ 500.00	Nov. 21, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: **Sep. 30, 1951**

Time Extensions: **None**

Completion Date: **Sep. 6, 1951**

Date Accepted: **Oct. 11, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **11-23, 1951.**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: 1951 A. A. Wichlander

NOTED O. [illegible]

RECEIVED
NOV 9 1951
FOR FILING

[illegible]

3547

November 7, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3547 for paving on the Brownsville (Main St.) City Street Section in Linn County was completed by the contractor, Warren Northwest, Inc., on September 6 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $500 will be released to the contractor on or after November 17, 1951. The total contract amount is $9,190.38, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV
FOR FILING
[illegible]-1710

3547

October 25, 1951

United States Guarantee Co.
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3547, for paving on the Brownsville (Main Street) City Street Section in Linn County.

This payment, in the amount of $562.44, will be released to the contractor on or after November 5, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

October 22, 1951

Mr. Alexander Iungerich
City Recorder
Brownsville, Oregon

Dear Sir:

Contract No. 3547 with Warren Northwest, Inc., for paving on Main Street in the City of Brownsville was completed September 6, 1951, and accepted by the Highway Commission on October 11, 1951. Under the terms of the agreement dated April 20, 1951, the City now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, September 6, 1951.

When available a statement of final costs will be presented to the City and adjustment will be made on the City's share in the cost of the project at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 1951, 19

Section Brownsville (main Street)

Kind of work Paving

Highway City Street

Section prefix 322-1710

Contractor Warren Northwest Inc.

Contract number 3547

Date of contract July 17, 1951, 19

Date of completion Sept. 30, 1951, 19

Date work started Aug. 9, 1951, 19

Estimated date of completion Sept. 15, 1951, 19

Amount of contract . . . . $ 11,917.50

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering . . . . $ 11,917.50

Per cent of contract completed, based on total contract price . . . . 90 %

Engineering cost to date $ 600, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed paving and placed most of shoulder material, and Sealed with brown sand vice aggregate. Complaint from city/personal attorney re approaches to two properties. These were not recognized as approaches when the survey was made or the grading done. Asked contractor to make approaches.

RECEIVED
SEP 10 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B A. MARTIN

Signed S I Walter

Address Box 324 Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.27	.27		.27	.27
Miles partially completed	.27	.27		~~.27~~	~~.27~~
Miles completed		~~.2~~			
Total estimated quantities	400	950		30	600
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants ....1........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday	Rain		

City of Brownsville

Office of The Recorder

Brownsville, Oregon

NOTED
J. W. CATTRALL

August 18, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Att: Mr. John M. Cattrall

The City Council has instructed me to say that it will be quite all right with us if you desire to handle the finances on the Kirk Street Project and the South Main Street Project as one operation. We understand that this will result in the return to us of the net sum of $ 343.64.

Yours very truly,

Edwin S. Richardson

Edwin S. Richardson

NOTED
J. F. HAGEMANN

NOTED
Harold C. [illegible]

RECEIVED
AUG 21 1951
ENGINEER
[illegible]

RECEIVED
AUG 8 1951
FOR FILING

322-1710

3547

August 8,1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3547, which was awarded to you on July 17, 1951 by the State Highway Commission, for paving on the Brownsville (Main St.) City Street Section in Linn County. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

NOTED
J. W. CATTRALL

July 23, 1951

Mr. Alexander Iungerich
City Recorder
Brownsville, Oregon

FILED
J. F. HAGEMANN

Dear Sir:

Reference is made to my letter of July 18 stating that the advance deposit of $600 made by the City of Brownsville in connection with the proposed 1951 Special City Allotment Project on Main Street would be refunded.

In checking the final costs on the 1950 Special City Allotment Project on Kirk Avenue in Brownsville, we find that the agreed City share will total $9,756.36 which is $256.36 more than the $9,500 deposit made by the City. The final statement of cost is as follows:

KIRK AVENUE PROJECT

Survey	$ 630.70
Contract Items	22,720.94
Construction Engineering	1,404.72
TOTAL COST	$24,756.36
Less Agreed State Share	15,000.00
Agreed City Share	$ 9,756.36
Less Advance Deposit	9,500.00
Balance Due	$ 256.36

In order to simplify the accounting procedure, we would like to handle the 1951 project advance deposit refund of $600 and the 1950 project bill for $256.36 in one operation. This would result in a net refund to the City of $343.64 and complete payment of the City share of construction costs for both the 1950 and 1951 projects.

Please advise this office as soon as possible if the above method of handling the refunding and billing is satisfactory

NOTED
Harold C. Ayres

to the City. The alternate would be a refund of $600 and a bill for $256.36 which the City would be obligated to pay by separate check or warrant. No action will be taken until we hear from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall,
Engineer, County and City Relations

JFH:MM

RECEIVED
JUL 19 1951
FOR FILING

322-1910

3547

July 18, 1951

Warren Northwest Inc.
P. O. Box 5072
9800 N. E. Hancock Drive
Portland 13, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3547 for grading and paving 0.27 mile of Main Street in Brownsville, Linn County This award was based on your low bid of $11,917.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

City of Brownsville

Office of Recorder

Brownsville, Oregon

NOTED
J. W. CATTRALL

5. July 1951

John W. Cattrall, Engineer
County and City Relations
%State Highway Department
P.O.Box 30
Salem, Oregon

Gentlemen:

Enclosed please find our certified check for $600 drawn on the Halsey State Bank.

Please apply this as our share of the on demand agreement signed 20 April 1951.

Very truly yours

Alexander Iungerich

Alexander Iungerich
Recorder

check 6147 for
600^00 rec 7/6/51
[illegible] 7/9
F Garvey

NOTED

NOTED
J. F. HAGEMAN

RECEIVED
JUL 10 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

July 3, 1951

Mr. Alexander Iungerich
City Recorder
Brownsville, Oregon

Dear Sir:

The Highway Commission plans to call for bids at its July 16-17 meeting on the proposed $250,000 special city allotment project on Main Street in the City of Brownsville.

Your attention is called to paragraph "h", page 3, of an agreement dated April 20, 1951, between the State Highway Department and the City of Brownsville in which the City agreed to pay on demand the sum of $600. This sum, which represents the advance deposit on the City's share of the estimated cost of the project, should be in our hands on or before Monday, July 9. Kindly make this deposit by means of a certified check in the amount of $600 payable to the Oregon State Highway Commission and send it to John W. Cattrall, Engineer, County and City Relations, c/o State Highway Department, P. O. Box 30, Salem, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:[illegible]

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[illegible] 1951
FOR FILING
FORM E-30X 25M 8-50 42290

[illegible]-1710

[illegible]

Brownsville

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. F. D. Eason
Division Engineer

Attached is an unexecuted copy of an agreement covering the proposed $250,000 city allotment project in the City of Brownsville.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Brownsville	1
County & City Relations	1
Division No. 2	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

RECEIVED
APR 24 1951
FOR FILING

Salem, Oregon

Alexander Iungerich, City Recorder
City Hall
Brownsville, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Brownsville covering the improvement of Main Street from Blakely Avenue to south city limits, a distance of approximately 0.26 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

March 2[illegible], 1951

Mr. Alexander Iungerich
City Recorder
Brownsville, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are two copies of an agreement covering a construction project on Main Street in Brownsville. This agreement is in accordance with the special city allotment project as requested by the city and approved by the State Highway Commission.

Your attention is called to paragraph (h) on page 3 which provides that the city shall deposit with the state the sum of $600.00 upon demand by state. You will be notified at a later date when this deposit will be required.

Will you please return both copies of the agreement, signed by the Mayor and City Recorder with their signatures attested by a third party, to this office. After signature by the State Highway Commission, a duly executed copy of the agreement will be returned for the city's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

NOTED
J. W. CATTRALL

March 8, 1951

Mr. Alexander Iungerich
City Recorder
Brownsville, Oregon

Dear Sir:

The State Highway Commission at its meeting of February 26 - 27 approved a project in Brownsville to be constructed from the $250,000 city allotment as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. This project consists of grading, placing base rock, drainage and asphaltic concrete pavement on Main Street from Blakely Avenue to south city limits and is presently estimated to cost $15,600.

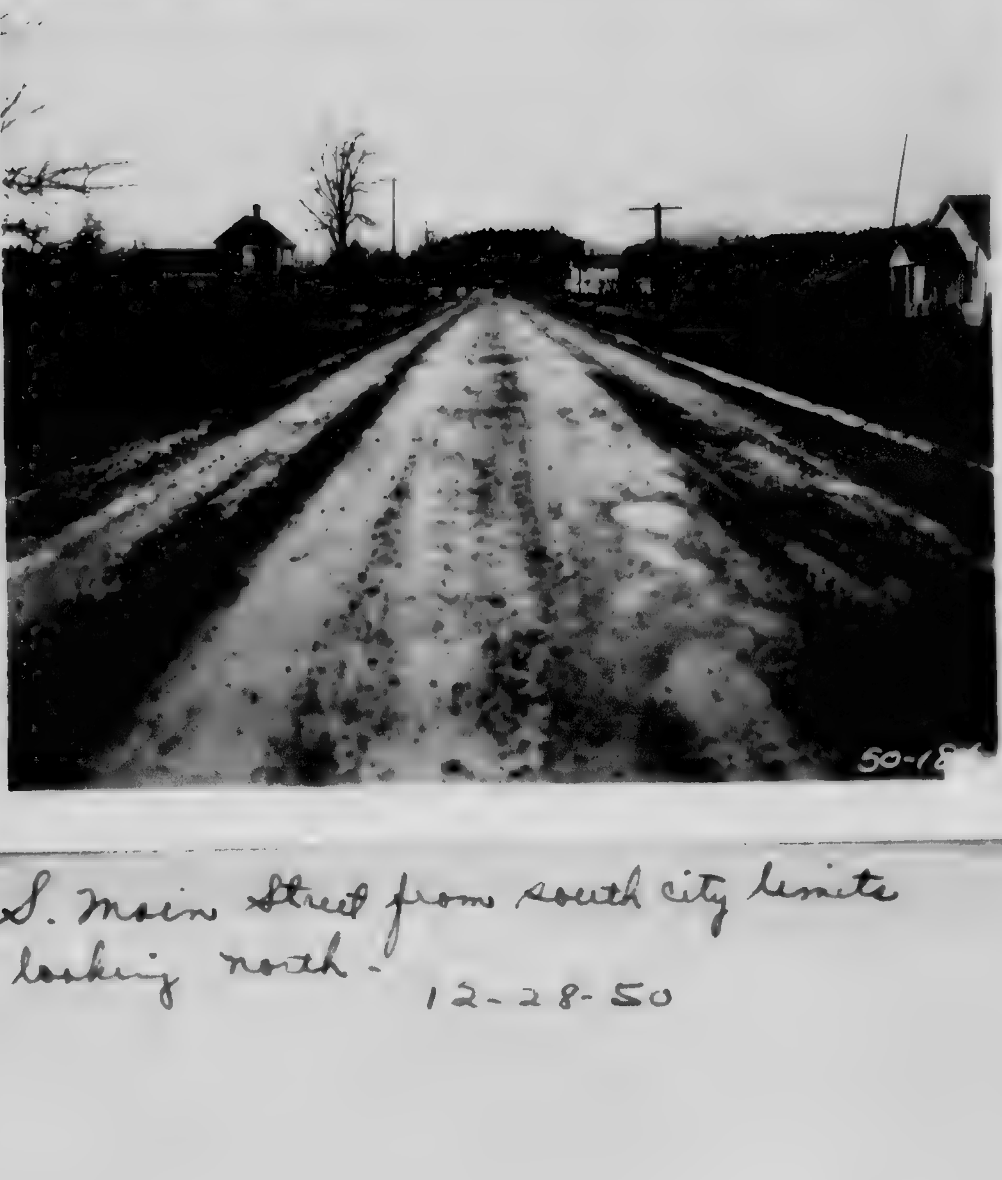
You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

Brownsville



S. Main Street from south city limits looking north - 12-28-50

BROWNSVILLE

PRELIMINARY ESTIMATE

11/20/50

South Main Street from Blakeley Avenue to south city limits, a distance of approximately 0.26 mile.

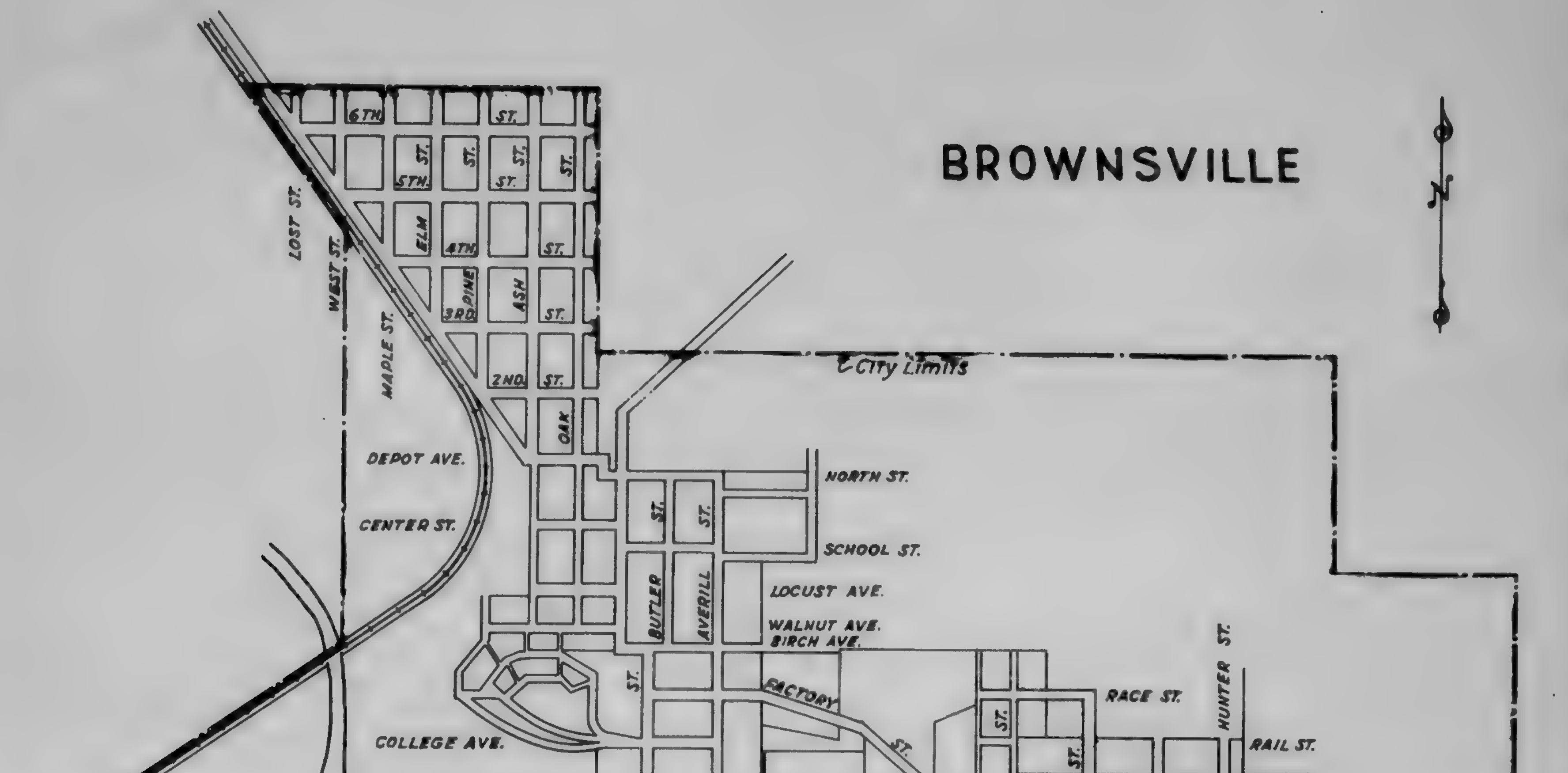
Grade, place leveling course and 3" of asphaltic concrete paving 20' in width.

Item	Quantity	Unit Price	Total
Clear & grub	(all)	$(Lump)	$ 500.00
Structural excavation	80 c.y.	5.00	400.00
Excavation common	400 c.y.	2.00	800.00
18" concrete pipe	320 l.f.	3.00	960.00
3/4"-0 in leveling course & shoulders	580 c.y.	3.50	2,030.00
3"-0 in base	600 c.y.	3.00	1,800.00
Sprinkle	20M gal.	3.00	60.00
Type "B" Asphaltic concrete	580 tons	11.00	6,380.00
RS-1 in seal coat	3 tons	60.00	180.00
Aggregate in seal coat	14 c.y.	6.00	84.00

Preliminary Estimate of Construction	$13,194.00
12-12% Engineering & Contingencies	1,649.25
Preliminary Engineering	750.00
	$15,593.25

Total Estimate $15,600

HCA:MM


BROWNSVILLE
N
6TH ST.
5TH. ST. ST.
ST. ST.
ELM ST.
4TH. ST.
PINE ST.
ASH ST.
3RD. ST.
2ND. ST.
OAK
LOST ST.
WEST ST.
MAPLE ST.
DEPOT AVE.
CENTER ST.
City Limits
NORTH ST.
SCHOOL ST.
BUTLER ST.
AVERILL ST.
LOCUST AVE.
WALNUT AVE.
BIRCH AVE.
FACTORY ST.
RACE ST.
HUNTER ST.
RAIL ST.
KAY ST.
ST.
COLLEGE AVE.
KIRK AVE.
MAIN ST.
R.3 W.
R.2 W.
PUTNAM
SAGA
CLEAR ST.
WARREN ST.
CALAPOOYA RIVER
City Limits
36 31
1 6
T.13 S.
T.14 S.
HALSEY - SWEET HOME HWY.
To Halsey
HALSEY AVE.
FAUST ST.
MCCLURE ST.
ROOSEVELT ST.
BROWN ST.
FOREST ST.
WASHINGTON AVE.
BLAKELEY AVE.
ROOSEVELT AVE.
KISLING AVE.
SMITH ST.
WATER ST.
MAIN ST.
PINE ST.
OAK ST.
HEMLOCK ST.
R.3 W.
R.2 W.
To Crawfordsville

Brownsville 11-20-50

Preliminary Estimate

South Main Street, from Blakely avenue to south City limits, a distance of approximately 0.26 mile

Grade, place leveling Course and 3" of asphaltic Concrete paving 20' in width.

Clear and Grub	all	lump.	$\$500.00$
Structural Excavation	80 cu yds	$\$5^{00}$	400.00
Excavation Common	400 cu yds	2^{00}	800.00
18" concrete pipe	320 lin ft.	3^{00}	960.00
3/4"-0 in leveling Course and shoulders	580 cu yds	3^{50}	2030.00
3"-0 in base	600 cu yds	3^{00}	1800.00
Sprinkle	20 M. gal	3^{00}	60.00
Type "B" Asphaltic Concrete	580 tons	11^{00}	6380.00
RC-1 in seal Coat	3 tons	60^{00}	180.00
Aggregate in seal Coat	14 cu yds	6^{00}	84.00
			$\$13,194.00$
			1649.25
			750.00
			$\$15,593.25$

$\$15,600^{00}$

A.C.C.

Brownsville 11-20-50

Picked up Mr. Keith and went over street as requested in resolution.

Linn Street is in poor condition as is South Main Street. Main Street from bridge to Holley Sweet Home Highway in good condition.

Mr. Keith said city's first request would be South Main Street as being the street most used as log trucks move both ways over the street.

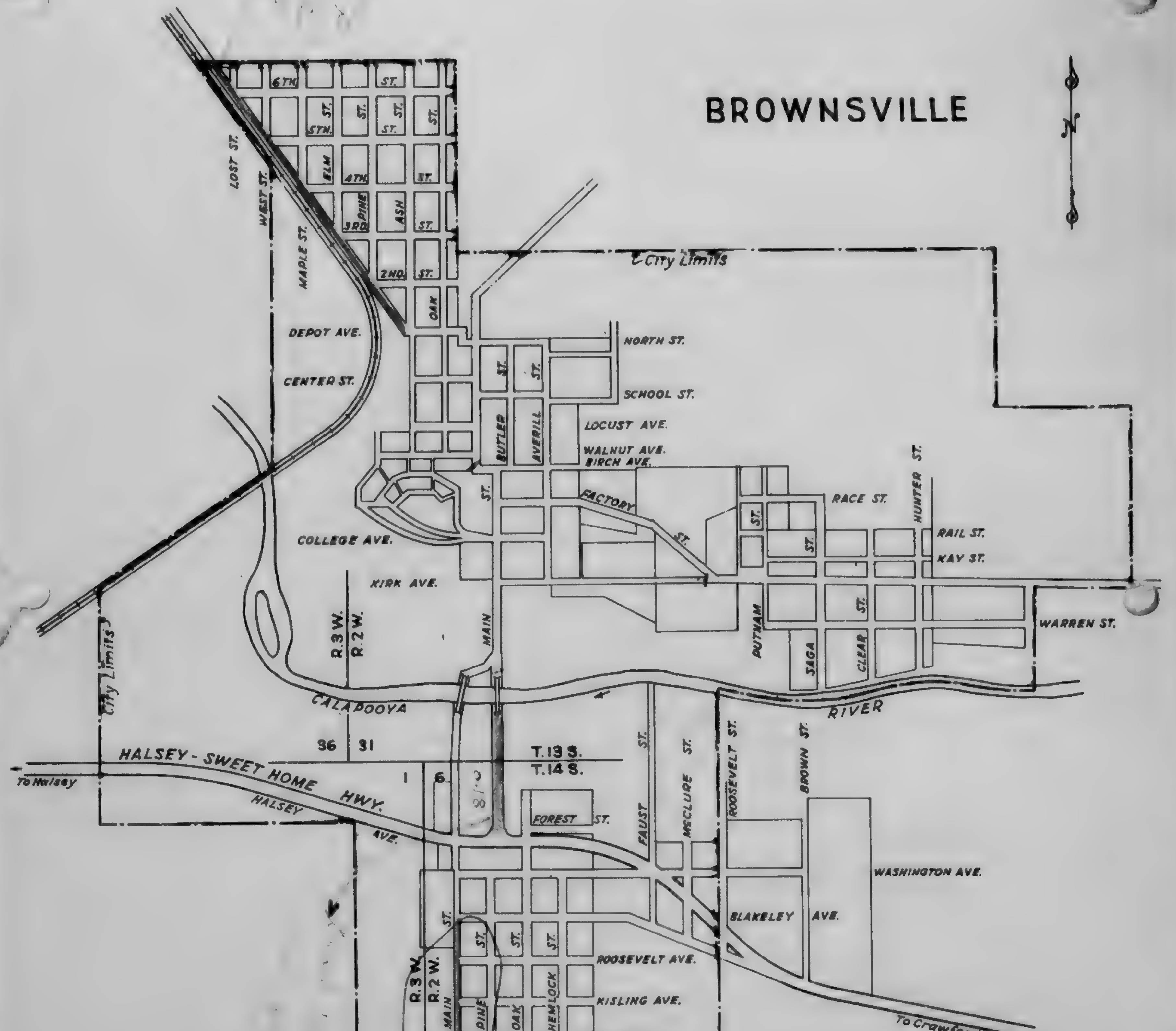
South Main evidently needs more base in fill. Drainage is fair with some culverts and ditches cleaned.

This street would qualify for repair as it carries heavy unusual industrial traffic.

Can be recommended as qualifying but Brownsville has already had two projects.

H.C.G.

City notified [illegible]
[illegible]


BROWNSVILLE
N
City Limits
City Limits
6TH ST.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
ELM
PINE
ASH
OAK
LOST ST.
WEST ST.
MAPLE ST.
DEPOT AVE.
CENTER ST.
NORTH ST.
SCHOOL ST.
LOCUST AVE.
WALNUT AVE.
BIRCH AVE.
BUTLER ST.
AVERILL ST.
FACTORY ST.
RACE ST.
HUNTER ST.
RAIL ST.
KAY ST.
COLLEGE AVE.
KIRK AVE.
MAIN ST.
PUTNAM
SAGA
CLEAR ST.
WARREN ST.
R.3W.
R.2W.
CALAPOOYA RIVER
36
31
1
6
T.13 S.
T.14 S.
HALSEY - SWEET HOME HWY.
To Halsey
HALSEY AVE.
FOREST ST.
FAUST ST.
McCLURE ST.
ROOSEVELT ST.
BROWN ST.
WASHINGTON AVE.
BLAKELEY AVE.
ROOSEVELT AVE.
KISLING AVE.
SMITH ST.
WATER ST.
HEMLOCK ST.
OAK ST.
PINE ST.
MAIN
To Crawfordsville
City Choice

2-80-12"

September 27, 1950

NOTED
J. W. CATTRALL

Mrs. Jessie Howe
City Recorder
Brownsville, Oregon

Dear Madam:

This is to acknowledge receipt of a resolution making application for a special city allotment project which was adopted by the City of Brownsville. As soon as possible a representative from this office will visit your city and go over the project with you. Early in 1951 your application, along with those of other cities, will be presented to the State Highway Commission for consideration in preparing the 1951 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

mm

NOTED
Harold C. Ayres

Form cc-50
Special City Allotment

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Brownsville is an incorporated city of the State of Oregon, and has a population of 1176, as given by the latest official census, and

WHEREAS, the following streets of said city,

South Main Street and Linn Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in ~~regular~~ or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

South Main Street and Linn Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Brownsville does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Recorder Mrs. Jessie Howe as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25 day of September, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

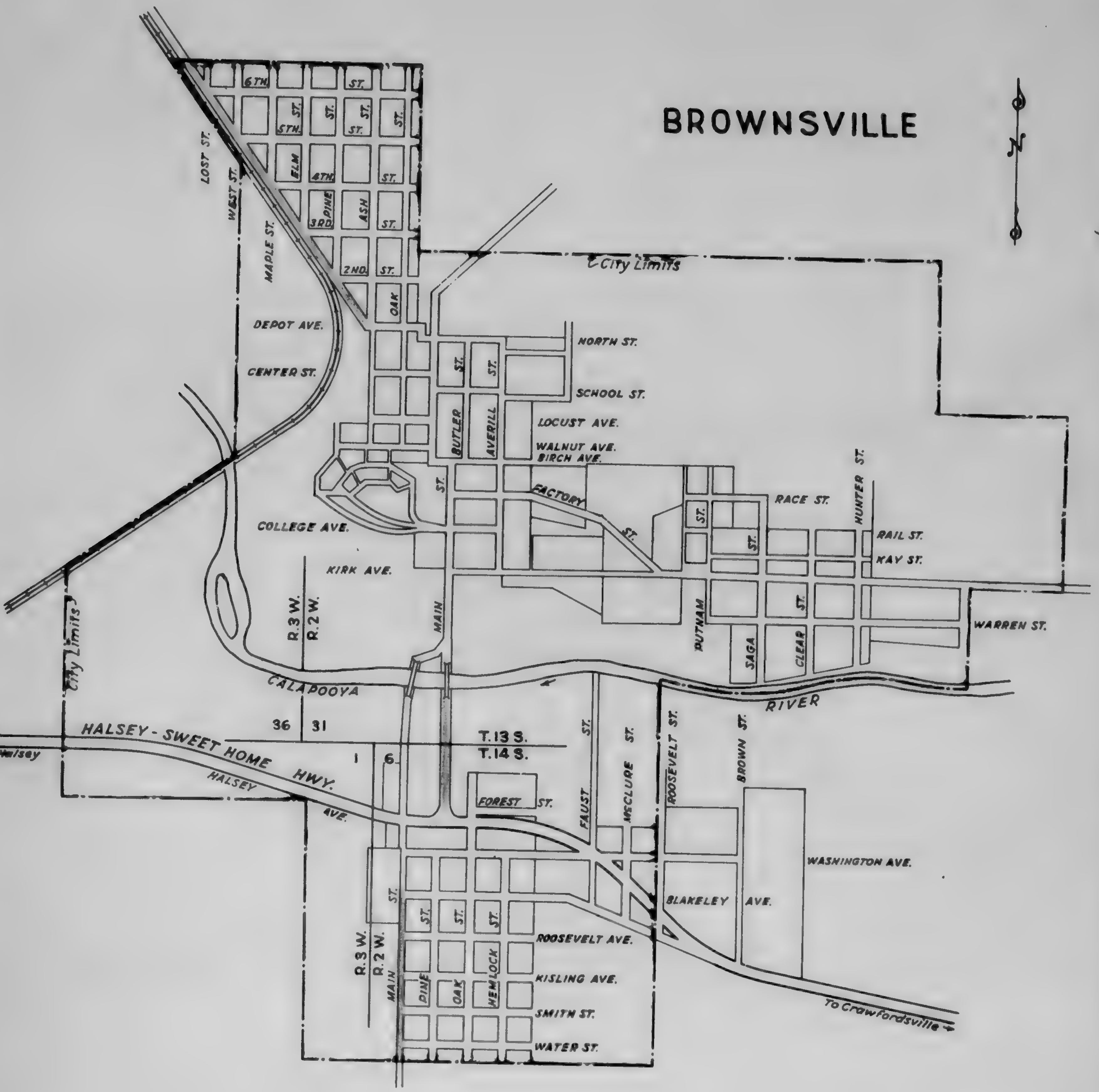
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Brownsville at a ~~regular~~ or special meeting of said council, held on the 25 day of September, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26 day of September, 1950.

Mrs. Jessie Howe
City Recorder

BROWNSVILLE



September 14, 1950

Mrs. Jessie Howe
City Recorder
Brownsville, Oregon

Dear Madam:

As per your letter of September 11, enclosed are two copies of a resolution form to be used in making application for aid under the special city allotment fund. After this resolution has been filled out and adopted by the City Council, please return one signed copy to this office prior to October 1, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRALL

City of Brownsville

Office of City Recorder

Brownsville, Oregon

September 11, 1950

John W. Cattrall
Engineer
County and City Relations
c/o State Highway Department
P. O. Box 30
Salem, Oregon

Re: Special appropriation application.

Dear Sir

As city recorder for City of Brownsville, Linn County, Oregon, and pursuant to a letter from the office of R. H. Baldock, State highway engineer under date of August 7, 1950, directed to me, I wish to advise that I have been directed by Brownsville City Council at its regular meeting on September 11, 1950 to obtain from you an application form on which to file an application for a special appropiation for City of Brownsville for the coming year.

I shall appreciate your forwarding such form to me at the earliest possible date, in order that this application may be filed by City of Brownsville before October 1, 1950, as per the request of Mr. Baldock.

Very respectfully yours

Mrs. Jessie Howe

Mrs. Jessie Howe
City Recorder

JH: wh

RECEIVED
SEP 1[illegible] 1950
ENGINEER
[illegible]

323-1705 Nyssa (King & Park Avenue) 1951
Oil Mat Surfacing Project in
#3548 Nyssa.

RECEIVED
FOR FILING
32 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 24, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3548	4-final	Babler & Rogers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21393	R-54163	$ 500.00	Nov. 21, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Sep. 30, 1951**

Time Extensions: **to May 30, 1952 without penalty**

Completion Date: **May 28, 1952**

Date Accepted: **Oct. 20, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-2-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
12-2-53

Warrant Mailed: a. a. Miklander

RECEIVED
FOR FILING

[illegible]

R

November 10, 1952

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

State Highway Contract No. 3548 for surfacing on King and Park Avenues in the city of Nyssa, Malheur County, was completed by the contractor, Babler and Rogers, on May 28, 1952, and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $500.00 will be released to the contractor on or after November 20th. The total contract amount is $11,396.15 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Noted [illegible] card
11-10-52
[illegible]

md

cc - Pallett, Fisher and Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
FOR FILING

223-1/22

3545

November 6, 1952

Babler & Rogers
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 243 days, from September 30, 1951 to May 30, 1952, within which to complete your contract No. 3548 for surfacing Nyssa (King & Park Ave.) City Streets Section, Malheur County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: R. F. Chidsey,
Division Engineer

L. C. Johnson,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

11-6-52, g

RECEIVED
OCT [illegible] 1952
FOR FILING

[illegible]
3517

October 14, 1952

Request for extension of time
No. 12
October 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Hahler & Rogers for an extension of time on Contract No. 3548, King and Park Avenues, Nyssa City Streets, from September 30, 1951 to May 30, 1952.

This contract was bid in conjunction with the Ontario Paving Project, Contract No. 3547, and the contractor had arranged to secure materials for both projects from a private supplier. These materials were not made available until early in 1952, and both contracts were then completed at the earliest possible moment.

No extra cost to the State was involved because of noncompletion of this contract, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED
JUN 20 1952
FOR FILING

3548

June 19, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler & Rogers on contract No. 3548, for surfacing on the Nyssa (King & Park Ave.) Section in Malheur County.

This payment, in the amount of $2,441.55, will be released to the contractor on or after June 30, 1952. The amount of retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

6-19-52

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	June 6, 1952
Section	Nyssa (King and Park Ave.)	Kind of work	Oil Mat Surfacing
Highway	City Streets	Section prefix	323-1705
Contractor	Babler and Rogers	Contract number	3548
Date of contract	July 17, 1951	Date of completion	July 31, 1952
Date work started	Sept. 27, 1952	Estimated date of completion	, 19
Amount of contract	$ 11,210.00	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering . . . $ 11,396.15

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 560.40, 5.00 % Date project was completed May 28, 1952.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was submitted to the division office on this date.

NOTED
H. G. SMITH

RECEIVED
JUN 9 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed L.C.Johnson by: Richard

Address Box 402 Ontario,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.76		0.76	
Miles partially completed					
Miles completed		0.76		0.76	
Total estimated quantities		798		810 c,y. 94.11 tons	
Estimated quantities moved or placed to date		798		810c.y. 94.11 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT. [illegible]

RECEIVED
FOR FILING
[illegible]
3548

September 17, 1951

Babler & Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3548, covering Oil Mat Surfacing on Nyssa (King & Park Avenues) City Streets, in Malheur County, Oregon. Awarded July 17, 1951.

Contract No. 3557, covering Paving on Ontario (E. 1st Street S.) City Street, in Malheur County, Oregon. Awarded July 24, 1951.

Contract No. 3563, covering Grading and Paving on Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County, Oregon. Awarded August 14, 1951.

Contract No. 3564, covering Grading and Paving on Nyssa (Locust Ave.-Bower Ave.) on the Old Oregon Trail, in Malheur County. Awarded August 14, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

MEMO:
The above contracts are being sent by express because of weight.

RECEIVED
JUL 18 1951
FOR FILING

[illegible]

3548

July 18, 1951

Babler & Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3548 for oiling King and Park Avenue in Nyssa, Malheur County. This award was based on your low bid of $11,210.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc S. H. Probert

RECEIVED
FOR FILING
FORM E-30X 25M 9-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1951

SUBJECT:

To:
Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to my letter of April 20th, requesting that the construction of curbs in the City of Nyssa be added to the Nyssa-Adrian project, when submitted.

My instructions were erroneous, as it is intended to work up two separate projects so that bids may be taken on both at the same time. Since the Nyssa-Adrian project is Federal Aid, and the curb construction will be a State project, it greatly simplifies the accounting and construction supervision if the two projects are separate.

Please submit the specifications accordingly.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams

VED
1951
FOR FILING

FORM E-30X 25M 9 49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1951

SUBJECT:

To:

Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of April 17th, to Mr. R. H. Baldock, pertaining to construction of curbs in the city of Nyssa.

Mr. Baldock has requested that this be added to the Nyssa-Adrian project, when submitted.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams

ASSIGNMENT

No. 2628 wcw

April 19, 1951

By

Description: E. F. Chidsey's letter of April 17 stating City Council of Nyssa has approved construction of sidewalks along proposed street improvement on north entrance to Nyssa and property owners have agreed to construct as soon as curbs installed

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 4-23-51 Report received ________

Remarks: Please have plans prepared for letting at same time as Nyssa-Adrian. WCW

ASSIGNMENT

No. 2628 wcw

April 19, 1951

By

Description: E. F. Chidsey's letter of April 17 stating City Council of Nyssa has approved construction of sidewalks along proposed street improvement on north entrance to Nyssa and property owners have agreed to construct as soon as curbs installed

Acknowledged by _____ Referred to __Smith_________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 4-23-51 me Report received ________

Remarks: Please have plans prepared for letting at same time as Nyssa-Adrian. WCW

FORM E-30 15M 8-49 31808

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 17, 1951

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Baldock:

I have been informed by the City Manager of Nyssa that the City Council of Nyssa has met and approved construction of sidewalks along the proposed street improvement on the north entrance to Nyssa. He further stated that the property owners have agreed to construct sidewalks as soon as the proposed curbs are installed.

Very truly yours,

E Chidsey

E. F. CHIDSEY
Division Engineer

EFC:gb
cc - H. G. Smith

NOTED
W. C. WILLIAMS

Williams.
Add jct to
Ontario Nyssa
Section

Nyssa-Adrian

RECEIVED
APR 18 1951
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

Council
Projects
[illegible]
Nyssa

March 19, 1951

Mr. E. K. Burton
City Manager
Nyssa, Oregon

Dear Mr. Burton:

In answer to your communication of March 16, please be advised that Mr. Reynolds, Mr. Chidsey and the undersigned plan to be in Nyssa Tuesday afternoon, March 27. We will call you from Ontario and tell you the exact time that we will reach Nyssa.

Among the things we have to do on the trip is to inspect the Nyssa project because the State Highway Commission referred the matter to Mr. Reynolds and me for an additional report to the entire Commission. We will be delighted to discuss the matter with you when we are there.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Chas. H. Reynolds
Mr. E. F. Chidsey

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

March 1[illegible], 1941.

Mr. R.H.Baldock, State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Last September we wrote you about the possibility of including curbing and a wider roadway in the work to be be done under the present contract on US 20 in the Nyssa portion.

In your reply you stated we would be advised of the Commission's action after you had presented the matter to them.

As we have heard nothing further on the subject, we would appreciate it very much if you will advise us of any decision that may have been made. We hope, of course, that it will be favorable.

Thanking you, we are,

Very truly yours
City of Nyssa
By E. K. Burton
E.K.Burton
City Manager.

5

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APR [illegible] 1951
FOR FILING
FORM E-30X 25M 6-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. E. F. Chidsey
Division Engineer

Attached hereto is an unexecuted copy of an agreement covering the $250,000 special city allotment project in the City of Nyssa.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Nyssa	1
County & City Relations	1
Division No. 5	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

[illegible]VED
[illegible]951
[illegible]R FILING

April 19, 1951

Mr. E. K. Burton, City Recorder
City Hall
Nyssa, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Nyssa covering the improvement of King Avenue from Nyssa-Adrian Highway to First Street, 0.63 mile; Park Avenue from Old Oregon Trail to westerly city limits, 0.14 mile, a combined distance of approximately 0.77 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl.1

NOTED
J. W. CATTRALL

Salem, Oregon
October 17, 1950

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. Pease

I have looked over the Nyssa city allotment project and find it consistent with the work contemplated and within the money set up for the project.

The City of Nyssa awarded a contract on September 15 to cover their portion of the project. This contract called for 60 days completion time. Someone from this office will make an inspection of the City's progress in the very near future. I will furnish you further information after this inspection.

John W. Cattrall
Engineer, County and City Relations

JWC:MM

cc: Mr. Virgil O'Neil

City of Nyssa

August 14, 1950

NOTED
J. W. CATTRALL

Mr. E. K. Burton
City Manager
Nyssa, Oregon

Dear Mr. Burton:

Reference is made to your letter of August 9, 1950, re data on proposed improvement of King and Park Avenues in Nyssa procured by Mr. Lloyd C. Johnson, Resident Engineer at Ontario.

I have contacted the Construction Engineer's office here in Salem and they will send the requested tracings etc. to Mr. Lloyd C. Johnson. Will you please contact Mr. Johnson for the required information.

The proposed project consists of placing an O-11 oil mat of 1 1/2" thickness, and your finished base rock should be placed accordingly.

We will be pleased to be of any further assistance possible at any time.

Very truly yours,

John W. Cattrall
Engineer, County and City Relations

By HCA

Harold C. Ayers
Field Engineer

[redacted]
cc: Mr. E. F. Chidsey,
Division Engineer

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

August 9, 1950.

RECEIVED
AUG 11 1950
ENGINEER
COUNTY & CITY RELATIONS

Mr. Harold C.Ayers, Field Engineer
County and City Relations
State Highway Commission
Salem, Oregon.

Dear Mr. Ayers:

On April 25, 1950, Lloyd C.Johnson, Resident Engineer at Ontario, sent his records and data on the proposed improvements of King and Park Avenues in Nyssa to Mr. Chidsey, Division Engineer at La Grande.

Among the data were 1 Roll-Detail Map, 1 Roll-Profile Tracing and 1 Roll-Cross Sections. Will you please find these 3 rolls and either send them direct to us, or return them to Mr. Johnson.

We will let the contract for the City's portion of the improvement on August 29th, and will need the information on those rolls to lay out the work. The rolls will be well preserved and returned when our work is completed.

Also, will you please let us know to what elevation we should construct the surface of the rock base with relation to the finished surface.

We will appreciate the data requested as soon as you can conveniently send it to us, and thank you again for your assisstance.

Very truly yours
City of Nyssa
By E.K.Burton
E.K.Burton
City Manager

c.c E.F.Chidsey.

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa
NYSSA, OREGON

May 27, 1950.

NOTED
J. W. CATTRALL

Mr. Harold C.Ayers, Field Engineer,
County and City Relations
State Highway Commission
Salem, Oregon.

Dear Mr. Ayers:

The Council approved your suggestion that the City complete it's portion of the improvement of King Avenue and Park Avenue this summer, and that you delay your portion until next season. We are certain this procedure will assure a much more stable roadway.

Thank you again for your interest in this project and for your assistance to us.

Very truly yours
City of Nyssa
By E.K. Burton
E.K.Burton
City Manager.

[illegible]

RECEIVED
MAY 29 1950
ENGINEER

NOTED
J. W. CATTRALL

April 17, 1950

Mr. E. K. Burton
City Manager
Nyssa, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of April 12 re the city's inability to perform its portion of the work on King and Park Avenues prior to July 15. Thank you for forwarding this information. We will adjust our plans accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

[illegible]

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

April 12, 1950.

RECEIVED
APR 17 1950
ENGINEER
COUNTY & CITY RELATIONS

Mr. Harold C.Ayers,Field Engineer,
County and City Relations,
State Highway Commission,
Salem, Oregon.

Dear Mr. Ayers:

We are sorry to inform you that we can not possibly have our portion of the work on King Avenue and Park Avenue completed by May 15th as we stated in our letter to you of last December 21st that such was our intention.

The Council, at it's regular meeting last night, instructed that you be informed that the city would have it's portion of the work ready for your operations on or before next July 15th.

This delay has been caused by procedures necessary in making the property assessments for the improvements, and our inability to obtain the proper certificate of title and assessment roll of the property. involved.

We are writing, also, to Mr. Chidsey in La Grande to notify him of the change in dates, and we trust this change will cause none of you any inconvenience.

Very truly yours
City of Nyssa
By E.K.Burton
E.K.Burton
City Manager.

RECEIVED
[illegible]
OREGON
[illegible]

NOTED
Harold C. Ayers

February 21, 1950

Mr. E. K. Burton
City Recorder
Nyssa, Oregon

Dear Sir:

This is to inform you that the State Highway Commission has approved a project in the City of Nyssa to be constructed from the Special City Fund as provided by Chapter 149, Oregon Laws, 1949. This project, as approved, provides for placing of a bituminous wearing surface on King Avenue from the Nyssa-Adrian Highway to 1st Street, and Park Avenue from the Old Oregon Trail Highway to the west city limits. The City is to grade and drain, place base rock, and construct curbs.

Before work is begun it is necessary that detailed plans and specifications be prepared by our field crews. You will be contacted at a later date to negotiate an agreement covering this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CATTRALL

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

December 21, 1949.

RECEIVED
DEC 27 1949
ENGINEER
COUNTY & CITY RELATIONS

Mr. Harold C.Ayers, Field Engineer,
County and City Relations,
State Highway Commission,
Salem, Oregon.

Dear Mr. Ayers:

The Council, at it's regular meeting on December 13th, ordered plans and specifications prepared to cover the portion of the work to be done by the City on King Avenue and Park Avenue in Nyssa, as outlined in the Resolution, a copy of which you have on file.

It is our intention to let a contract on this work sufficiently early to have it completed by next May 15th.

We wish to thank ypu personally for your assistance and interest in this project.

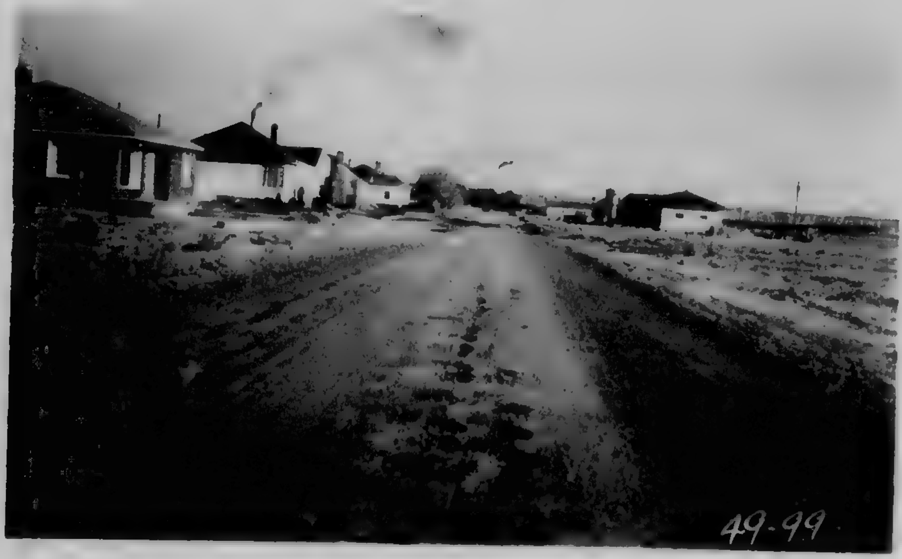
Very truly yours
City of Nyssa
By E. K. Burton
E.K.Burton
City Manager.

J. W. CATTRALL

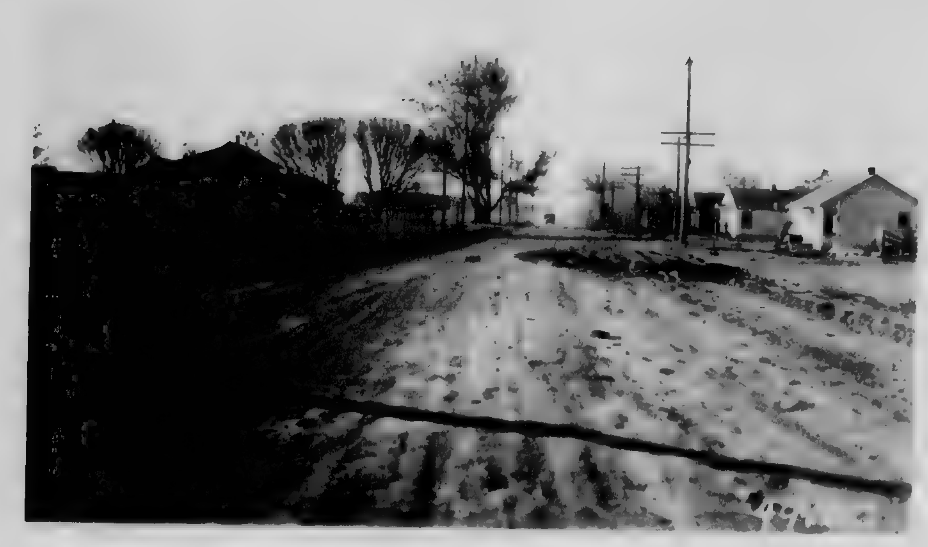
NOTED
Harold C. Ayers

RECEIVED
DEC 27 1949
ENGINEER
[illegible] RELATIONS

12-8-49



Nyssa - King Avenue from Adrian-Nyssa Highway, Looking east. [illegible]-49



Nyssa - [illegible] Avenue from [illegible] Road
looking [illegible]. 12-8-49

October 28, 1949

Mr. E. K. Burton, City Manager
City of Nyssa
Nyssa, Oregon

Dear Mr. Burton:

Reference is made to your letter of October 25 requesting information as to the status of the proposed project on King Avenue as requested in your city's Resolution No. 164.

On the occasion of my visit to Nyssa on July 14 we talked over the proposed project, re the city placing the curbs, drainage and base rock; that is, placing the street in condition to receive oil mat wearing surface, and I requested a letter from the city of Nyssa which would outline the city's concurrence in the above plan for construction.

We have made a preliminary estimate of the cost of oiling King Street 40-feet in width and have made preliminary arrangements to procure the oil rock, but at this point held the proposed project in abeyance awaiting the letter from the city as to the ability of the city to complete their portion of construction prior to the state performing any work.

The recommendation for approval of the project will be submitted to the Commission early in 1950 and you will be promptly notified as to the decision.

I plan on being in your territory in the near future and will confer with you at that time as to details.

NOTED
J. W. CATTRAL

Very truly yours,

John W. Cattrall
Acting Engineer, County and City Relations

By: Harold C. Ayers
Field Engineer

NOTED
Harold C. Ayers

HCA:MM

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

October 25, 1949.

Mr. Harold C.Ayers, Field Engineer,
County and City Relations,
State Highway Commission,
Salem, Oregon.

Dear Mr. Ayers:

We have heard nothing further since sending you the Reaolution which was passed by the City Council on last August 9th, that Resolution being relative to the improvement of King Avenue in Nyssa.

We intend to do our portion of the improvement on a street assessment basis and do not wish to get too far along with our necessary proceedings until we are certain the proposed improvement has the approval of your department.

Will you please advise us when we may expect definite information.

Very truly yours
City of Nyssa
By E.K.Burton
E.K.Burton
City Manager.

NOTED
J. W. CATTRALL

RECEIVED
OCT 27 [illegible]
[illegible] COMMISSION

NOTED
Harold C. Ayers

RECEIVED
OCT 27 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

J. F. CASHMAN

8-9-49

RESOLUTION

No. 164.

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Nyssa is an incorporated city of the State of Oregon, and has a population of 2448, as given by the latest official census, and

WHEREAS, the following streets of said city, King Avenue from the East line of First St., to it's intersection with the Nyssa-Adrian Highway; and Park Ave. from it's intersection

with the Nyssa-Cairo Highway to the Section Line approximately 700 feet West thereof,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: **King Avenue from the East line of First St., to it's intersection with the Nyssa-Adrian Highway; and Park Ave. from it's intersection with the Nyssa-Cairo Highway to the Section Line approximately 700 feet West thereof**, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Nyssa does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 9th day of August, 1949

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

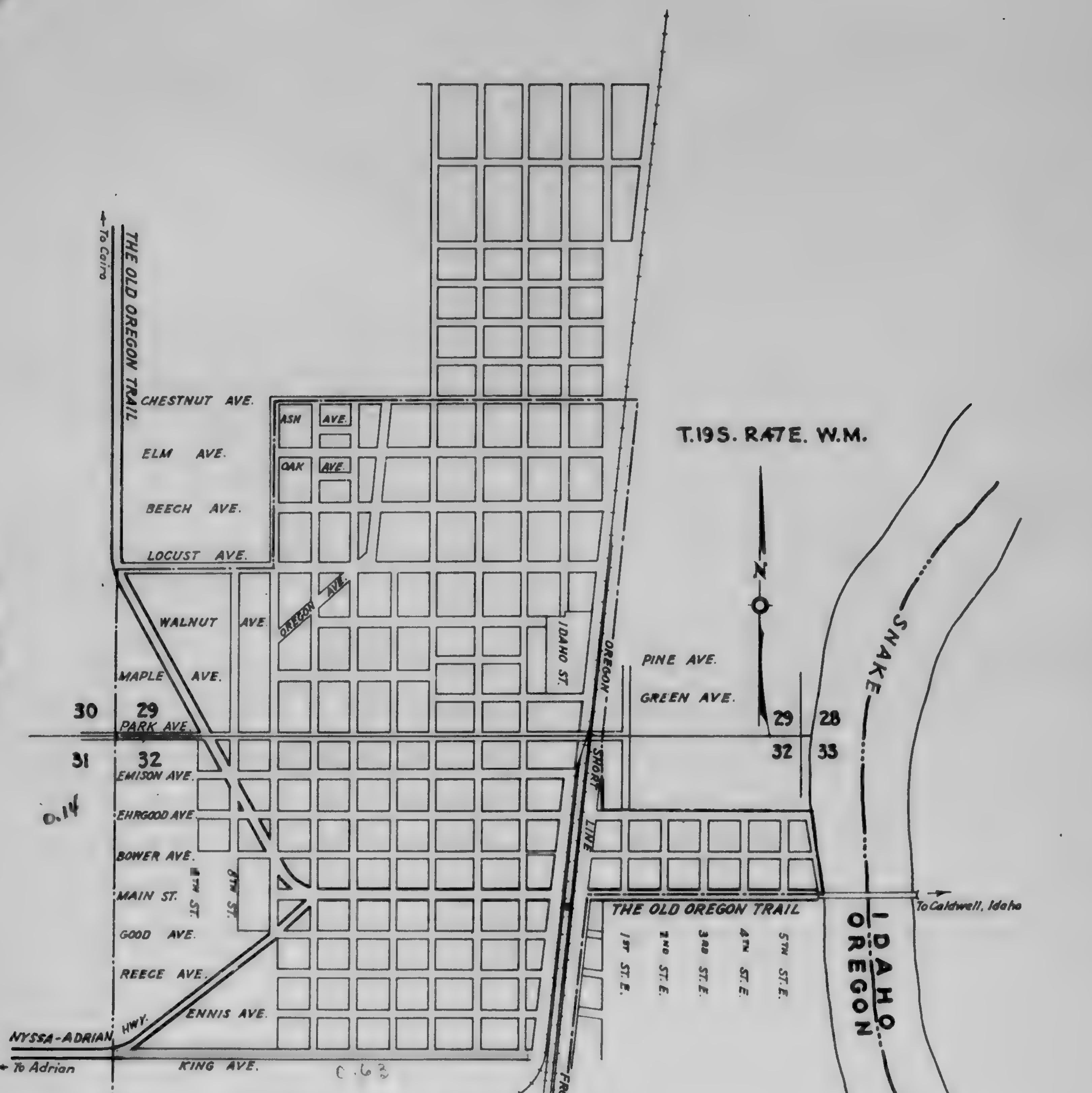
- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Nyssa at a regular ~~or special~~ meeting of said council, held on the 9th day of August, 1949 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of August, 1949

E. K. Burton
City Recorder

NYSSA



0.14

0.63

24-3454 State Highway Building 1951
Grounds Landscaping Proj.
43549 in Salem.

RECEIVED
[illegible]
FOR FILING

May 9, 1952

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 21, 1952, had under discussion your request for an extension of time of 39 days, from December 31, 1951 to February 8, 1952, within which to complete your contract No. 3549 for landscaping the State Highway Building Grounds in Salem.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

Maurice Juve,
Resident Engineer

H. O. Smith,
Construction Engineer

NOTED ON CARD
5-[illegible]-52

RECEIVED
APR 17 1952
FOR FILING

24-3454

3511

April 15, 1952

Request for extension of time
No. 2
April 21 and 22 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rich & Sons Nursery for an Extension of Time on Contract No. 3549, landscaping of the State Highway Building Grounds, from December 31, 1951 to February 8, 1952.

All items of the contract, with the exception of some sleeve caps on some of the water lines, were completed by the specified date. Because of scarcity of materials the contractor was not able to secure the caps until the early part of February.

There was no inconveniense to the State nor additional engineering costs incurred because of the overrun of time. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh lg

CC Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1952

[illegible] (CONTRACT NO.) 3549	(EST. NO.)	(CONTRACTOR)
3549	6-final	Rich & Sons Nursery

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4138	R-36486	$ 502.60	3/19/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: Extended to Feb. 8, 1952

Completion Date: Feb. 8, 1952

Date Accepted: April 21, 1952

Penalties: None of Record

Claims: None of record

Remarks:

Date: 4-23-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1952

NOTED ON CARD
3-23-52 gl

RECEIVED
J MAR 19 1952
FOR FILING

24-3-54

3549

March 18, 1952

American Surety Company of New York
600 Yeon Building
Portland 4, Oregon

Attention: Jean D. Saunders

Gentlemen:

We have your letter of March 13 concerning the status of a claim against Rich and Sons Nursery under Contract No. 3549, Bond No. 39-410-574.

Our letter of March 11 in which we advised that Mr. Stanley Fagg had informed us that Rich and Sons had paid to him the sum of $187.60 is correct. We forwarded the information to your office although it had not been previously recorded with us as a claim due to the fact that it may have been filed with your office and ours not advised. In any event, Mr. Fagg's statement was to the effect that he had been paid and that Rich and Sons do not owe him anything more in connection with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

A. F. LAFRENTZ
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE · 600 YEON BUILDING
522 S. W. FIFTH AVENUE · TELEPHONE ATWATER 9438

Portland 4, Ore.

March 13, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond #39-410-574 - RICH & SONS NURSERY
Contract #3549

Dear Sir:

This will acknowledge your letter of March 11th, in which it is stated that your office received a letter from Stanley Fagg stating that Rich & Sons "have" paid him $187.60 for labor and material furnished in cement walks in connection with the above contract.

Would you be kind enough to clarify for us this statement. It would seem that what might have been meant was that Rich & Sons "have not" paid him the $187.60.

A reply at your earliest convenience will be most appreciated.

Yours very truly,

Jean D. Saunders
Bond Underwriter

BY SECRETARY

RECEIVED
MAR 12 1952
FOR FILING

Mrs Lewis

March 11, 19[illegible]

American Surety Company of New York
725 Yeon Building
Portland 4, Oregon

Attention: David A. Lewis, Assistant Manager

Gentlemen:

We have received a letter from Stanley Fagg, Route 6, Box 214, Salem, Oregon, stating that Rich and Sons Nursery have paid him $187.60 for labor and material furnished in cement walks in connection with State Highway Contract No. 3549 with Rich and Sons Nursery for landscaping the State Highway Building grounds at Salem.

This claim had not been previously filed with this office, but we pass the information to your Company regarding payment inasmuch as Mr. Fagg has provided us with that information and as your Company appears as surety on the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Mr. William F. Rau
Yeon Building
Portland 4, Oregon

Rich and Sons Nursery
Route 4
Hillsboro, Oregon

NOTED ON CARD
3-11-52

RECEIVED
MAR 12 1952
FOR FILING

3441

Mrs Lewis

March 11, 1952

Mr. Stanley Fagg
Route 6, Box 214
Salem, Oregon

Dear Mr. Fagg:

We wish to thank you for your letter of March 10 in which you acknowledge receipt of a certified copy of Contract No. 3549 with Rich and Sons Nursery for landscaping at the State Highway Building and your statement that the bill they owed you in the amount of $187.60 has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-11-52,9

ELEPHONE ~~XXXX~~ 41903 GENERA[illegible]ENT CONTRACTING

STANLEY FAGG
Route 6, Box ~~284~~ 214
SALEM, OREGON

March 10, 1952.

Oregon State Highway Dept.
Salem, Oregon

Attention H. B. Glaisyer.

Dear Mr. Glaisyer;

On December 28th I received a certified copy #3549 to Rich and Sons Nursery covering landscaping at State Highway Building. At that time They owed me $187.60 for labor and material furnished for cement walks. This bill has since been paid so I do not have a claim against this contract.

Very truly yours

Stanley Fagg

Signed Before C. L. Ross Notary Public March 10, 1952

C. L. Ross

C.L. ROSS Notary Public
My Commission Expires Oct. 5, 1953.

REFERRED TO
BY SECRETARY

3-11-52

RECEIVED
MAR. 1952
FOR FILING

[illegible]

[illegible]

March 6, 1952

Mr. Stanley Fagg
Route 6, Box 124
Salem, Oregon

Dear Mr. Fagg:

On December 26th we mailed to you a certified copy of Contract No. 3549 awarded to Rich and Sons Nursery for landscaping the State Highway Building grounds. We are required by law to secure an affidavit of claim showing the amount of the claim and its nature and the contract involved. We would much appreciate receiving such an affidavit from you in the near future.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Query

December 26, 1951

Mr. Stanley Fagg
Route 6, Box 124
Salem, Oregon

Dear Mr. Fagg:

As per your personal request of December 24, we are mailing under separate cover a certified copy of Contract No. 3549 with Rich and Sons Nursery for landscaping the State Highway Building grounds.

We are required by law to secure an affidavit of claim showing the amount of claim and the contract involved whenever a certified copy of a contract is provided. We will appreciate receiving from you such an affidavit of claim in the near future.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
FOR FILING

March 3, 1952

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Mr. Newbry:

Please be advised that the contract covering the landscaping of the State Highway Building has been completed. Accordingly and in consonance with the agreement entered into between you and the State Highway Commission, dated May 25, 1951, it is requested that you make provision for the maintenance of the grounds effective as of this date.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Paxson
Eason
Astrup

RECEIVED
MAR 4 1952
FOR FILING

[illegible]

[illegible]

March 3, 1952

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Building
Portland 4, Oregon

Gentlemen:

State highway contract No. 3549 for landscaping of State Highway Office Building Grounds at Salem was completed by the contractor, Rich & Sons Nursery, on February 8, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $502.60 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,503.01, of which amount $141.15 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. William F. Rau
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

3549

February 21, 1952

American Surety Co. of New York
David A. Lewis, Assistant Manager
725 Yeon Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Rich & Sons Nursery in connection with contract No. 3549, covering landscaping on the State Highway Building grounds at Salem in Marion County.

This payment, in the amount of $1,456.27, will be released to the contractor on or after March 3, 1952. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. William F. Rau
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
2-21-52, gl

Form E-1—10M—4-51

24-3454

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 6, 19 61

Section State Highway Building Grounds

Kind of work Landscaping

Highway Salem

Section prefix 24 - 3454

Contractor Rich and Sons Nursery

Contract number 3549

Date of contract July 17, 19 51

Date of completion Dec. 31, 19 51

Date work started July 26, 19 51

Estimated date of completion Dec. 31, 19 51

Amount of contract . . . . $ 14,656.80

Per cent of time elapsed 49 %

Estimated cost of completed project, exclusive of engineering . . . . $ 18,346.86

Per cent of contract completed, based on total contract price . . . . 75 %

Engineering cost to date $ 455.90, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placing shrubs this week, 2 days. He Now has 392 shrubs planted and 876 ivy plants planted. Friday he was preparing the beds for the other shrubs.

NOTED
H. G. SMITH

RECEIVED
OCT 8 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Maurice

Address Rm. 210 Lab Bldg. Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	600				
Estimated quantities moved or placed to date	570				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday			

STATE PRINTING DEPT. 48416

RECEIVED
AUG 7 1951
FOR FILING

24-2454

3549

August 6, 1951

Rich & Sons Nursery
Route 4
Hillsboro
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3549, which was awarded to you on July 17, 1951 by the State Highway Commission, covering landscaping of the State Highway Building Grounds at Salem, Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 19 1951
FOR FILING

[illegible]

[illegible]

July 18, 1951

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen

The State Highway Commission on July 17, 1951, awarded you Contract No. 3549 for the State Highway Building Grounds Landscaping Project at Salem, in Marion County. This award was based on your low bid of $14,656.80, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert
Mark Astrup

324-1702 Turner ("C", 2nd, & "D" Sts.) 1951
Paving Project in Turner
#3550

RECEIVED
FOR FILING

[illegible]
~~(CONTRACT NO.)~~
[illegible]

OREGON STATE HIGHWAY COMMISSION
(date)

October 30, 1951

(EST. NO.)		(CONTRACTOR)
3550	2 Final	Western Paving & Constr. Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19165	R-27083	$750.00	Oct. 30, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

- -

Specified Completion Date:
Sep. 30, 1951
Time Extensions:
None needed
Completion Date:
Sep. 10, 1951
Date Accepted:
Oct. 11, 1951
Penalties:
None of record
Claims:
None of record
Remarks:

- -

Date:
10-31-51
To the Accounting Division:

Release of the above warrant is hereby authorized.

[illegible]

H. B. Glaisyer
Secretary

Warrant Mailed: 10/31/51
D B Taylor

By
Acting Secretary

RECEIVED
OCT 15 1951
FOR FILING

[illegible]

3550

October 15, 1951

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3550 for paving on the Turner ("C", 2nd & "D" Sts.) City Street Section in Marion County was completed by the contractor, Western Paving & Construction Co., on September 10 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $750 will be released to the contractor on or after October 25, 1951. The total contract amount is $10,361.59, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

324-17[illegible]

3550

September 25, 1951

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to the Western Paving & Construction Co. on contract No. 3550, for paving on the Turner ("C", 2nd & "D" Sts.) Section in Marion County.

This payment, in the amount of $ 9,611.59, will be made to the contractor on or after October 5, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 8, 1951

Section Turner ("C", 2nd and "D" streets)

Kind of work Paving

Highway City Streets

Section prefix 324 - 1708

Contractor Western Paving and Construction Co.

Contract number 3550

Date of contract July 17, 1951

Date of completion Sept. 30, 1951

Date work started August 23, 1951

Estimated date of completion Sept. 12, 1951

Amount of contract $11,426.00

Per cent of time elapsed 71.1 %

Estimated cost of completed project, exclusive of engineering $11,940.17

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date $568.50, 5.0 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed paving this week and placed seal Saturday.

Job completed except for blading shoulders.

RECEIVED
SEP 10 1951
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 11 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Rm. 210 Lab Bldg. Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31			0.31
Miles partially completed					
Miles completed	0.31	0.31			0.31
Total estimated quantities	150	460		6 Tons	980 Tons
Estimated quantities moved or placed to date	150	291		9.285 Tons	910 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					15

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1........., Rollers 2........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Paving Machine 1 . . . ., Trucks . 7

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear, Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Showers		
Saturday	Clear, Warm		

STATE PRINTING DEPT. 48418

RECEIVED
FOR FILING

324-1702

3550

August 6, 1951

Western Paving & Construction Co.
223 E. Second Street
Albany, Oregon

Gentlemen:

We enclose, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on July 17, 1951, as follows:

Contract No. 3546, for paving on the Halsey (1st St.) City Street Section, Linn County.

Contract No. 3550, for paving on the Turner "C", 2nd & "D" Sts.) City Streets Section in Marion County.

Executed copies of these contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
JUL 19 1951
FOR FILING

224-1762

3550

July 18, 1951

Western Paving & Construction Co.
223 East 2nd Street
Albany, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3550 for paving "C" 2d, and "D" Streets in Turner in Marion County. This award was based on your low bid of $11,426.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
MAY [illegible] 1951
FOR FILING...

[illegible]

Turner

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. F. D. Eason
Division Engineer

Attached is an unexecuted copy of an agreement covering the proposed $250,000 city allotment project in the City of Turner.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Turner	1
County & City Relations	1
Division No. 2	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

IVED
1951
FOR FILING

Div & Accts
allocation
To Cities

Turner

April 26, 1951

Jas. O. Russell, City Recorder
City Hall
Turner, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State Highway Commission and the City of Turner covering the improvement of "C" Street from Third Street to Second Street; Second Street from "C" Street to "D" Street; "D" Street from Second Street to Mill Creek bridge, a total distance of approximately 0.31 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

TURNER

PRELIMINARY ESTIMATE

12/1[illegible]/50

"D" Street from east city limits to 2nd Street; 2nd Street from "D" Street to "C" Street; "C" Street from 3rd to 2nd, a combined distance of approximately 0.31 miles.

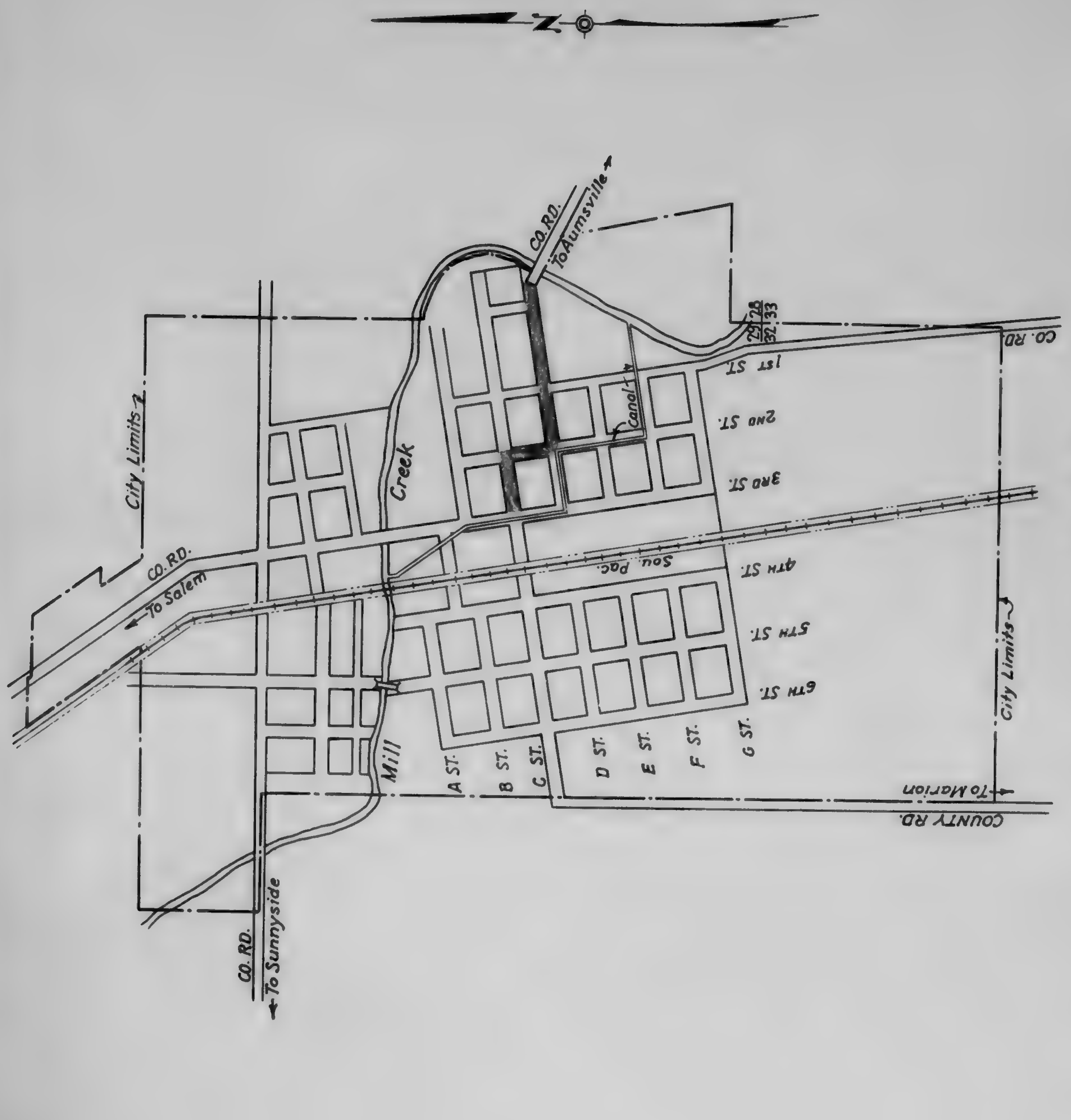
Widen present 16 foot pavement to 22 feet and place 3" of asphaltic concrete on present pavement and 5" on widened portion.

Item	Quantity		Unit Price	Total
Excavation	260	c.y.	$ 3.00	$ 780.00
3/4 -0 in base & shoulders	150	c.y.	4.00	600.00
Type "B" asphaltic concrete	1000	tons	11.00	11,000.00
RS-1 in seal coat	4	tons	60.00	240.00
Aggregate in seal	20	c.y.	6.00	120.00

Preliminary Estimate of Construction	$12,740.00
12-1/2 Engineering & Contingencies	1,592.50
Preliminary Engineering	650.00
	$14,982.50

Total Estimate $15,000

NOTE: City to construct any needed drainage.



TURNER

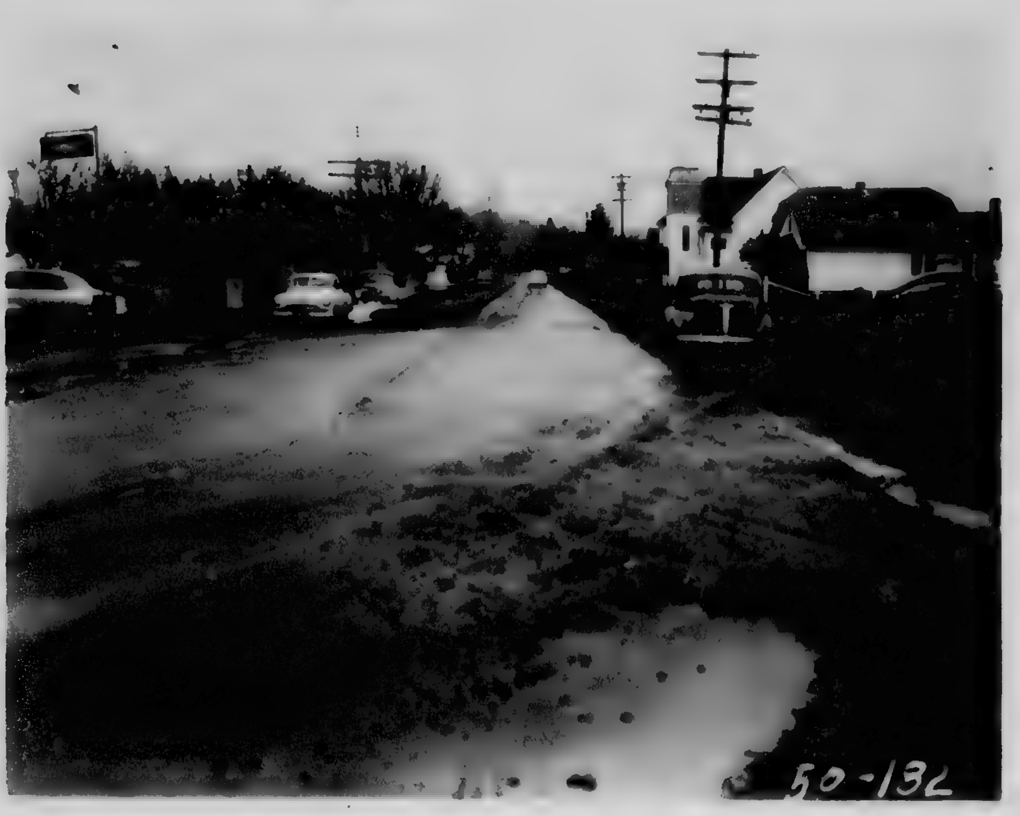
Scale: 1" = 800'

Re 6-50

7.

Turner

12-18-50



"D" Street from 2nd looking easterly.

Form cc-50
Special City Allotment

RECEIVED
SEP 19 1950
ENGINEER
COUNTY & CITY RELATIONS

9-8-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of TURNER is an incorporated city of the State of Oregon, and has a population of 640, as given by the latest official census, and

NC
Harold [illegible]

WHEREAS, the following streets of said city, begining at 3rd St. the North entrance of city limits folling 3rd St. until it connects with D St. thence on D St., to city limits on East entrance,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, Begining at North city limits of 3rd St, until it connects with D. St. thence East on D. St. to city limits.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of TURNER does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate William B. Pearson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of September, 1950.

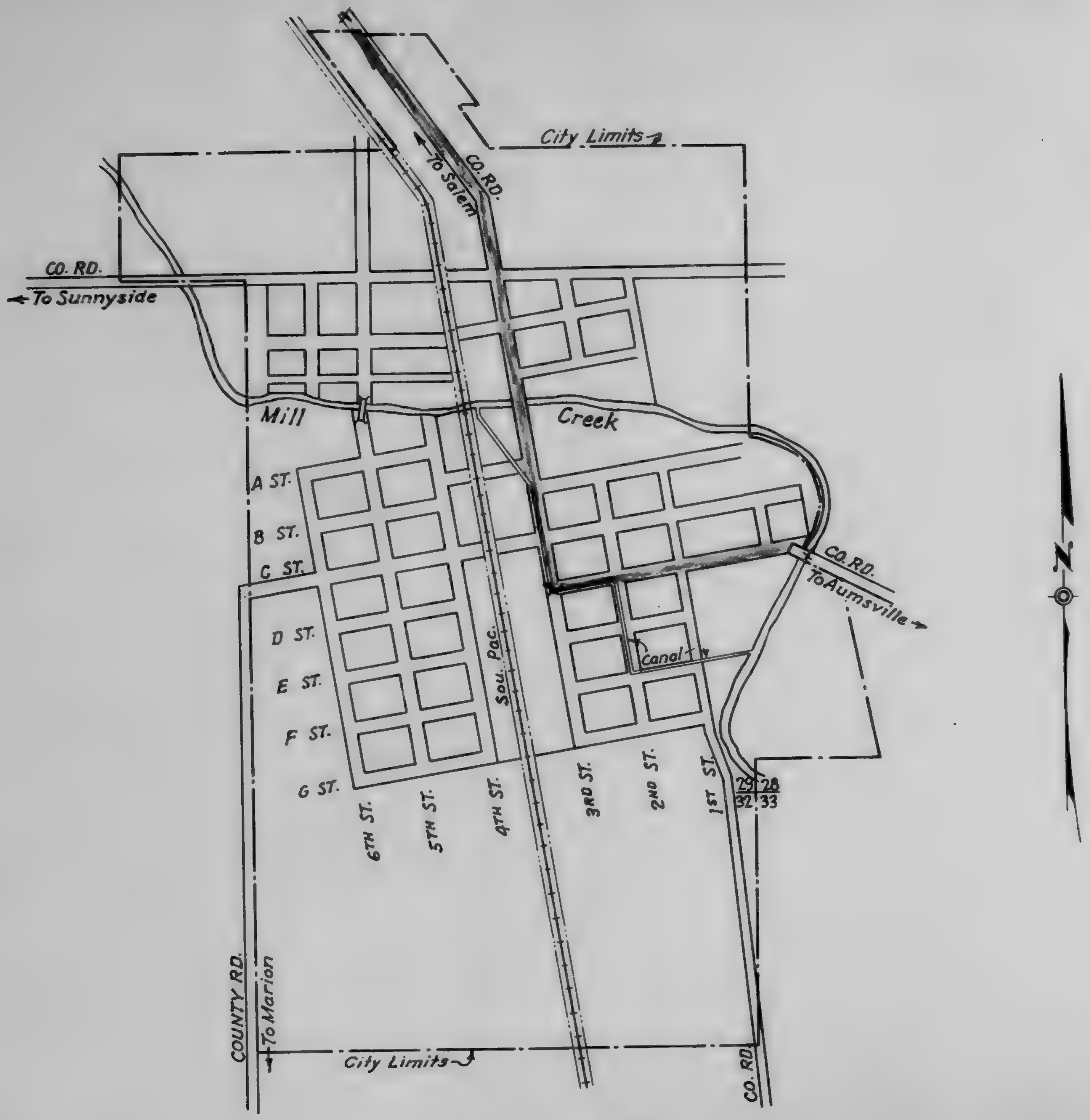
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of TURNER at a regular or special meeting of said council, held on the 8th day of September, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15 day of September, 1950.

Jas. O. Russell
City Recorder



TURNER

Scale: 1" = 800'

Rev. 3-16-50

U-322(2) West Apps. to Salem Bridges, 1951
Salem-Dallas Hwy. in West Salem
#3551

3551

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Urban Project No. U-322(2)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of December, 1950, a program, which was approved on the 30th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of July, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thousand and 00/100 dollars ($ 100,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 58+00 in the SW 1/4, Section 22, T. 7 S., R. 3 W., W.M., and survey station 77+49.6 in the SE 1/4, Section 21, T. 7 S., R. 3 W., W.M., except stations 60+07.6 to 61+52.14,** length **0.342** miles, in **Polk** County, being **Oregon Federal Aid / Urban** project No. **U-322(2)**, consisting of **0.342** miles of roadway and **no** bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one hundred thousand and 00/100** dollars ($**100,000.00**), which does not exceed the authorized Federal pro rata share of **one hundred sixty-one thousand, six hundred seventy-five and 80/100** dollars ($**161,675.80**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. R. McKay

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

JAN 22 1952

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (2)

WEST APPROACHES TO SALEM BRIDGES

ON THE SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1952

Type Code 6201
Roadway (Sta. 58+00 to 77+49.6)(Contract No. 3551)

900	hours	Grading With Tractor and Grader	$12.50	$ 11,250.00
1,800	hours	Grading with Tractor and Scraper	12.50	22,500.00
150	hours	Grading with Motor Grader	9.00	1,350.00
9,000	cu. yds.	Rock Slope Protection	3.12	28,080.00
				$ 63,180.00

Roadway (Sta. 58+00 to 77+49.6)(Contract No. 3756)

34	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 136.00
70,000	cu. yds.	Embankment in Place	0.58	40,600.00
2,000	cu. yds.	Rock Slope Protection	2.00	4,000.00
410	lin. ft.	12-inch Sewer Pipe	3.00	1,230.00
1	only	Concrete Manholes	250.00	250.00
				$ 46,216.00

Roadway (Sta. 58+00 to 77+49.6)(Contract No. 3778)

2	only	Removal of Catch Basin	$ 15.00	$ 30.00
30	cu. yds.	Structural Excavation, Unclassified	3.50	105.00
200	lin. ft.	8-inch Sewer Pipe	1.25	250.00
120	lin. ft.	Extra for Installing Pipe Under Pavement	2.50	300.00
4	only	Concrete Catch Basins	75.00	300.00
110	cu. yds.	Concrete Curbs	40.00	4,400.00
440	sq. yds.	4-inch Concrete Walks	3.00	1,320.00
2,800	lin. ft.	Metal Guard Rail	2.50	7,000.00
11	only	Concrete Sight Posts	15.00	165.00
2,000	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	5,000.00
40	M-gals.	Sprinkling	2.75	110.00
140	cu. yds.	3/4" - 0 Material in Binder Course	3.50	490.00
23	tons	RC-3 Asphalt in Binder Course	42.00	966.00
2,700	tons	Class "B" Asphaltic Concrete	6.00	16,200.00
13	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	546.00
80	cu. yds.	Aggregate in Seal Coat	5.00	400.00
				$ 37,582.00

Subtotal	$146,978.00
10% Engr. & Cont.	14,697.80
Total	$161,675.80

Length of Roadway	0.342 mile
Length of Overcrossing Structure	0.027 mile (Exception)
Total Length	0.369 mile
Cost per mile, Roadway	$472,736.25

Federal Funds	$100,000.00
State Funds	61,675.80
	$161,675.80

State Funds for Construction: Chap 175, Laws 1917; Chap. 31, Laws 1920: Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (2)

WEST APPROACHES TO SALEM BRIDGES ON THE SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 29, 1952

Type Code ~~0010~~ 620'

Roadway (Sta. 58+00 to 77+49.6) (Contract No. 3551)

900	hours	Grading with Tractor and Grader	$ 12.50	$ 11,250.00
1,800	hours	Grading with Tractor and Scraper	12.50	22,500.00
150	hours	Grading with Motor Grader	9.00	1,350.00
9,000	cu. yds.	Rock Slope Protection	3.12	28,080.00
				$ 63,180.00

Roadway (Sta. 58+00 to 77+49.6) (Contract No. 3756)

34	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 136.00
70,000	cu. yds.	Embankment in Place	0.58	40,600.00
2,000	cu. yds.	Rock Slope Protection	2.00	4,000.00
410	lin. ft.	12-inch Sewer Pipe	3.00	1,230.00
1	only	Concrete Manholes	250.00	250.00
				$ 46,216.00

Roadway (Sta. 58+00 to 77+49.6) (Estimated Prices)

2	only	Removal of Catch Basin	$ 35.00	$ 70.00
30	cu. yds.	Structural Excavation, Unclassified	3.50	105.00
200	lin. ft.	8-inch Sewer Pipe	1.25	250.00
120	lin. ft.	Extra for Installing Pipe Under Pavement	3.50	420.00
4	only	Concrete Catch Basins	75.00	300.00
110	cu. yds.	Concrete Curbs	45.00	4,950.00
440	sq. yds.	4-inch Concrete Walks	4.00	1,760.00
2,800	lin. ft.	Metal Guard Rail	3.00	8,400.00
11	only	Concrete Sight Posts	10.00	110.00
2,000	cu. yds.	3/4"-0 Material in Leveling Course and Shoulders	2.75	5,500.00
40	M-gals.	Sprinkling	3.00	120.00
140	cu. yds.	3/4"-0 Material in Binder Course	4.00	560.00
23	tons	RC-3 in Binder Course	45.00	1,035.00
2,700	tons	Class "B" Asphaltic Concrete	7.50	20,250.00
13	tons	RS-1 Emulsified Asphalt in Seal Coat	47.00	611.00
80	cu. yds.	Aggregate in Seal Coat	5.00	400.00
				$ 44,841.00

Subtotal	$154,237.00
10% Engr. & Cont.	15,423.70
Total	$169,660.70

Length of Roadway	0.342 mile
Length of Overcrossing Structure	0.027 mile (Exception)
Total Length	0.369 mile
Cost per mile, Roadway	$496,083.91

Federal Funds	$105,000.00
State Funds	64,660.70
	$169,660.70

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (2)

WEST APPROACHES TO SALEM BRIDGES ON THE SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 29, 1952

6201

Type Code 0010
Roadway (Sta. 58+00 to 77+49.6) (Contract No. 3551)

900	hours	Grading with Tractor and Grader	$ 12.50	$ 11,250.00
1,800	hours	Grading with Tractor and Scraper	12.50	22,500.00
150	hours	Grading with Motor Grader	9.00	1,350.00
9,000	cu. yds.	Rock Slope Protection	3.12	28,080.00
				$ 63,180.00

Roadway (Sta. 58+00 to 77+49.6) (Contract No. 3756)

34	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 136.00
70,000	cu. yds.	Embankment in Place	0.58	40,600.00
2,000	cu. yds.	Rock Slope Protection	2.00	4,000.00
410	lin. ft.	12-inch Sewer Pipe	3.00	1,230.00
1	only	Concrete Manholes	250.00	250.00
				$ 46,216.00

Roadway (Sta. 58+00 to 77+49.6) (Estimated Prices)

2	only	Removal of Catch Basin	$ 35.00	$ 70.00
30	cu. yds.	Structural Excavation, Unclassified	3.50	105.00
200	lin. ft.	8-inch Sewer Pipe	1.25	250.00
120	lin. ft.	Extra for Installing Pipe Under Pavement	3.50	420.00
4	only	Concrete Catch Basins	75.00	300.00
110	cu. yds.	Concrete Curbs	45.00	4,950.00
440	sq. yds.	4-inch Concrete Walks	4.00	1,760.00
2,800	lin. ft.	Metal Guard Rail	3.00	8,400.00
11	only	Concrete Sight Posts	10.00	110.00
2,000	cu. yds.	3/4"-0 Material in Leveling Course and Shoulders	2.75	5,500.00
40	M-gals.	Sprinkling	3.00	120.00
140	cu. yds.	3/4"-0 Material in Binder Course	4.00	560.00
23	tons	RC-3 in Binder Course	45.00	1,035.00
2,700	tons	Class "B" Asphaltic Concrete	7.50	20,250.00
13	tons	RS-1 Emulsified Asphalt in Seal Coat	47.00	611.00
80	cu. yds.	Aggregate in Seal Coat	5.00	400.00
				$ 44,841.00

Subtotal	$154,237.00
10% Engr. & Cont.	15,423.70
Total	$169,660.70

Length of Roadway	0.342 mile
Length of Overcrossing Structure	0.027 mile (Exception)
Total Length	0.369 mile
Cost per mile, Roadway	$496,083.91

Federal Funds	$105,000.00
State Funds	64,660.70
	$169,660.70

Oregon State Highway Department

Federal Aid Urban
Project No. U-322(2)

WEST APPROACHES TO SALEM BRIDGES ON THE
SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon
June 20, 1952

Type Code 0010
Roadway (Sta. 58+00 to 77+49.6) (Contract No. 3551)

900	hours	Grading with Tractor and Grader	$12.50	$11,250.00
1,800	hours	Grading with Tractor and Scraper	12.50	22,500.00
150	hours	Grading with Motor Grader	9.00	1,350.00
9,000	cu.yd.	Rock Slope Protection	3.12	28,080.00
				$63,180.00

Roadway (Sta. 58+00 to 77+49.6) (Estimated Prices)

34	cu.yd.	Structural Excavation, Unclassified	3.00	102.00
70,000	cu.yd.	Embankment in Place	0.75	52,500.00
2,000	cu.yd.	Rock Slope Protection	4.00	8,000.00
410	lin.ft.	12-inch Sewer Pipe	2.00	820.00
1	only	Concrete Manholes	225.00	225.00
				$ 61,647.00
		Subtotal		$124,827.00
		10% Engr. & Cont.		12,482.70
		Total		$137,309.70

Length of Roadway	0.342 mile
Length of Overcrossing Structures	0.027 mile (Exception)
Total Length	0.369 mile
Cost per mile, Roadway	$401,490.35

Federal Funds..	$ 85,000.00
State Funds..	52,309.70
	$137,309.70

Oregon State Highway Department

Federal Aid Urban Project
No. U-322 (2)

WEST APPROACHES TO SALEM BRIDGE ON
THE SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 29, 1951

Type Code 0010
Roadway (Sta. 58+00 to 77+49.6)

900	hours	Grading with Tractor and Grader	$12.00	$10,800.00
1,800	hours	Grading with Tractor and Scraper	15.00	27,000.00
150	hours	Grading with Motor Grader	8.00	1,200.00
9,000	cu. yds.	Rock Slope Protection	4.00	36,000.00
			Subtotal	$75,000.00
			10% Engr. & Cont.	7,500.00
			Total	$82,500.00

Length of Roadway	0.342 mile
Length of O'Xing Structure	0.027 mile
Total Length	0.369 mile
Cost per mile, Roadway	$241,228.07

Federal Funds- -	$46,000.00
State Funds- -	36,500.00
	$82,500.00

WEST APPROACHES TO SALEM BRIDGES

PROJECT NO. U-322 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

WEST APPROACHES TO SALEM BRIDGES

PROJECT NO. U-322 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

WEST APPROACHES TO SALEM BRIDGES

PROJECT NO. U-322 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

WEST APPROACHES TO SALEM BRIDGES

PROJECT NO. U-322 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

WEST APPROACHES TO SALEM BRIDGES

PROJECT NO. U-322 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

WEST APPROACHES TO SALEM BRIDGES

PROJECT NO. U-322 (2)

All necessary rights of way or rights of entry have been acquired for these projects.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

RECEIVED
FOR FILING

3261

March 19, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 10 advising that you do not have approved copies of Extra Work Order No. 1 for Project U-130(5) and Price Agreement No. 1 for Project U-322(2).

Our files and those of the Division Office contain copies bearing the August 27, 1951 approval by Mr. Lynch and also bearing the notation that copies were sent to the State and to the District Office. Apparently, however, yours were lost and we are, therefore, returning the two copies transmitted with your March 10 letter, signed in accordance with your request.

Very truly yours,

C. G. POLK
District Engineer

Encls.

RECEIVED
MAR [illegible] 1952
FOR FILING

March 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Approved copies of the following price agreement and order for extra work have not been received:

Extra Work Order No. 1, Contract No. 3534,
F. A. Project U-130 (5), dated July 11, 1951.

Price Agreement No. 1, Contract No. 3551,
F. A. Project No. U-322 (2), dated August 10,
1951.

We are enclosing one copy each of the above extra work orders for your approval if the copies originally sent to you cannot be located. It is our understanding that these orders were approved August 27, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp
Encl.

RECEIVED
FOR FILING

R.H. Baldock
ary 30, 1952

FINAL COST ANALYSIS

Contract #3551
West Approaches To Salem Bridges

Prefix 27-1024
Salem-Dallas Highway

F. C. Scott Construction Co.
Kenneth E. Bartel Res Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Grading With Tractor & Dozer	1621.5	Hour	$12.50	$ 9.35	$15,156.54	$20,268.75
Grading With Tractor & Scraper	1494	"	12.50	11.74	17,539.37	18,675.00
Rock Slope Protection	14,974	Cu. Yd.	3.12	1.77	26,467.40	46,718.88
P.A. #1 Rental 3/4 Cubic Yd. Dragline	327	Hour	14.50	10.78	3,525.11	4,741.50
P.A. #1 Rental 3/4 Cubic Yd. Dragline With Skip Operator	16	Hour	16.25	14.60	233.60	260.00
					$62,922.02	$90,664.13

Gross Revenue	$90,664.13
Total Cost	62,922.02
Net Profit	$27,742.11

Net Profit Equals 30.6% of Gross Revenue

West Approaches To Salem Bridges
Contract #3551

Detail of Cost

Labor:			
Supervision		$ 2,386.18	
Labor		14,210.62	
Labor Insurance		1,012.87	
			$17,609.67
Materials:			
Royalty on Quarry Rock	14,974 Cu. Yd. At $0.35		5,240.90
Equipment Rental & Misc. Expense:			
Equipment Rental		$19,123.00	
Hired Trucks, Including Operators		8,984.40	
Gas, Oil & Grease		3,168.03	
Move In, Freight & Cartage		2,807.56	
Pub. Lia. & Prop. Damage Ins.		372.61	
Explosives		1,631.25	
Misc. Supplies & Small Tools		576.05	
Bond		655.20	
Home Office & General Overhead		2,753.35	
			40,071.45
Total Cost			$62,922.02

West Approaches To Salem Bridges
Contract #3551

Breakdown of Rock Slope Protection

	Amount	Quantity	Unit	Unit Cost
Drill & Shoot Quarry	$ 4,408.81	14,974	Cu. Yd.	$0.294
Load in Quarry	2,887.02	14,974	" "	0.193
Haul to Fill (4.0 Mi. Ave.)	8,984.40	14,974	" "	0.600
Handle on Fill	531.54	14,974	" "	0.035
Royalty on Quarry Rock	5,240.90	14,974	" "	0.3 50
Gen. Overhead & Pro-rateable Expense	4,414.73	14,974	" "	0.295
	$26,467.40	14,974	Cu. Yd.	$1.767

Average Production 78 Cu. Yds. per Operating Hour

One - 10 Hour Shift per Day

Rock paid on truck measure basis and swell estimated at 35%.

West Approaches To Salem Bridges
Contract #3551

Remarks:

This contract, which required the shaping of dredged material and the placing of rock slope protection, was bid and awarded on July 17, 1951. The contractor started work on August 6, and completed on October 2, 1951.

Shaping of the dredged fill material was performed on an hourly basis with two cats and dozers, a 3/4 yard shovel and dragline and two D8 cats with two carryall scrapers. Two-10 hour shifts were worked per day and no unusal difficulty was encountered in handling the material. There were no excessive repair costs on the equipment.

Rock for the slope protection item, which was paid on a truck measure basis, was secured from the Staats Quarry, which is located 4.0 miles northwesterly from the job. Royalty cost $0.35 per cubic yard. Down hole drilling was accomplished with a wagon drill and 315 cubic foot compressor and shooting, including some reshooting, required 0.6 pound of powder per yard. A unique method was employed in loading the rock in the quarry as two 3/4 yard shovels loaded simultaneously into a hauling truck placed between them. If one of the shovels encountered rock too large for the bucket it would slide the rock out of the way while the other shovel continued the loading. In this way a good average production was achieved in shot rock containing a considerable amount of large fragments. Eleven hired trucks of from 5 to 7 yard capacities hauled from the quarry to the job at a cost to the contractor of $0.60 per cubic yard. Equipment on the hourly items had shaped the slope area where the rock was placed and it was possible to dump the material directly on the slope without the use of a cat and dozer. The handling cost on the fill included only one dump man and later 20 hours of shovel and dragline work in dressing up the rock slope. The placing of the slope protection rock was accomplished in 25 calendar days and during 191 actual operating hours the average production was 78 cubic yards per hour. In contrast to normal solid excavation the contractor was paid on a truck measure basis which gave him the benefit of the swell of the material.

This project shows an unusually large profit margin due to vigorous prosecution of the rock work under direct supervision of the contractor, good equipment and a suitable Quarry.

E. H. Clymer
Cost Analyst

By . . . V. R. Jones

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

Section West Salem Bridge Approaches

For Week Ending January 12, 1952

Highway Salem - Dallas

Kind of work Major Betterment

Contractor [illegible]

Section prefix 24-1023 220, 221, 231, 239, 240

Date of contract [illegible], 19

Contract number 1

Date work started , 19

Date of completion , 19

Amount of contract $

Estimated date of completion , 19

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $9160^{00}

Per cent of contract completed, based on total contract price %

Engineering cost to date $, %

Date project was completed [illegible] 2, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] Shovel Crew worked Monday [illegible] Thursday. At this time [illegible] money [illegible] used up on project 221.

Stolts crew [illegible] 2795 cu.yds. of Fill material from [illegible] Jan. 1952 [illegible] 1780 cu.yds. for a total of $ [illegible] 80. [illegible] $1.50 per cu.yd. [illegible] $14.46 for [illegible] 52½ cents per [illegible].

Amount unexpended as of Jan. 12-52 = $169845
[illegible] Jan. 12 incl. = 1583^{00}
Remaining as of Jan. [illegible] = 113,45

Note:- Stolts crew includes all cost [illegible] his time on Job, [illegible] Rental for D-8 from Stevenson and Clark [illegible] - powder etc.

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	[illegible]	[illegible]	Fill	Fill	Fill
Miles partially completed	[illegible]	[illegible]	Crushing Pit.		
Miles completed			1st Sec.	2nd Sec.	3rd Sec.
Total estimated quantities	[illegible]		[illegible]	[illegible]	15280
Estimated quantities moved or placed to date	952	[illegible]	7562	[illegible]	9651
Average daily quantities	2732				786
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
State Equipment:- Shovel - Dozer - 6 Trucks - 1 Rented D-8 (Last days work - 4½ hours on
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., Jan. 15, 1952)

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Cold [illegible]		
Wednesday	Clear		
Thursday	Cloudy.		
Friday			
Saturday			

RECEIVED
JAN 2 [illegible] 1952
OFFICE OF
CONSTRUCTION ENGINEER

STATE PRINTING DEPT. 48418

RECEIVED
JAN 15 1952
FOR FILING

U-322(1)

OREGON STATE HIGHWAY DEPARTMENT

(date) Jan. 8, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3551	4 & 5-final	F. C. Scott Constr. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22957	R-30988	2,719.92	Jan. 8, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: None

Completion Date: Oct. 2, 1951

Date Accepted: Nov. 8, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-10-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 11 1952
A. A. Wichlander

NOTED ON CARD

RECEIVED
DEC 18 1951
FOR FILING

U-322(1)
3551

December 18, 1951

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State highway contract No. 3551 for work performed on the west approaches to Salem bridges in Polk County was completed on October 2 by the contractor, F. C. Scott Construction Co., and was formally accepted by the Highway Commission on November 8, 1951.

Final payment in the amount of $2,719.92 will be released to the contractor on or after December 28, 1951. The total contract amount is $90,664.13, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

cc sent to Portland Branch Office of Surety also.

RECEIVED
FOR FILING

66-322 (2)
3551

October 19 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

It is the intention of the State Highway Commission to release to F. C. Scott Construction Co. a portion of the funds heretofore retained by the Commission in connection with Contract No. 3551, covering roadbed embankment and slope protection on the ~~West~~ Approaches to Salem Bridges, Polk County.

This payment, which is in the amount of $56,929.67, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,719.92. The present payment will be released on or after October 29, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Portland Branch Office

Mansfield & Co.

NOTED ON CARD

RECEIVED
OCT [illegible] 1951
FOR FILING

U-322 (2)

3551

October 15, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 2, 1951 on Contract No. 3551, West Approaches to Salem Bridge Section, in connection with Federal Aid Project No. U-322 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant Highway Engineer

DBP:tp
c.c.: John Cattrall

Form E-1—10M—4-51

U-322(2)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 6, 1951

Section West Approaches to Salem Bridge

Kind of work Embankment & Slope Protection

Highway [illegible]

Section prefix 27-1024

Contractor E. C. Scott [illegible] Co.

Contract number 3551

Date of contract July [illegible], 19[illegible]

Date of completion Nov. 30, 1951

Date work started [illegible], 1951

Estimated date of completion October 2, 1951

Amount of contract $87360.00

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $9884[illegible].50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $4544.00, 5.2 %

Date project was completed October 2, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contr[illegible]

[illegible] pipe [illegible]

[illegible]

On [illegible]

[illegible] Sept. 26 [illegible]

[illegible]

[illegible]

(Oct. 8) [illegible]

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
[illegible] W. LIBBY

Signed [illegible]

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		[illegible]	[illegible]	[illegible]	
Miles partially completed				[illegible]	
Miles completed					
Total estimated quantities		13000	3244	230	
Estimated quantities moved or placed to date		14974	3115 ½	[illegible]	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	10				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

RECEIVED
OCT - 1951
DIVISION ENGINEER
DIVISION NO. 2

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1........, Sheep-foot rollers ...., 3 cats [illegible] . . . ., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday	Rain		
Tuesday	[illegible]		[illegible]
Wednesday	Rain		[illegible]
Thursday	Partly cloudy		
Friday	Partly cloudy		
Saturday	Clear		

RECEIVED
OCT 10 1951
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT. 48418

RECEIVED
FORM E-123X 25M 7-50
FOR FILING

W. C. Williams

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

[illegible]

September 26, 1951

C
O
P
Y

NOTED
W. C. WILLIAMS

Mr. F. C. Scott,
~~11032 S. E.~~ Powell Blvd.,
Portland 6, Oregon.

Dear Sir:

Your Contract No. 3551 covering equipment rental and riprap on the West Salem Project will be terminated as of the end of the night shift on October 2nd as respects the rental of equipment applying on the contract. The riprap work, however, will continue to a completion of all material that can be placed on completed fill slopes plus 1,000 cubic yards to be placed in stock pile on the completed grade from Station 58 to Station 61 as the engineer may designate. Other details concerning the riprap work in place shall be finished and shaped as provided under the contract.

From October 3rd on through the month it is desired that you continue the carryall operation in salvaging gravel materials from the river shore with the use of 3 carryall units plus a loading cat operating at the same rental rates, insurance and provisions as obtains under the contract. If weather permits, we should continue this work for a 20-day period of 20 hours each, and salvage and place in the neighborhood of 60,000 cubic yards of gravel materials. Should the river rise to prevent economical salvage work, the operation will be cancelled forthwith.

Payment for equipment rental after October 2nd will be made for the number of hours actually worked and approved by the Resident Engineer under direct billing.

If this arrangement is satisfactory to you, please sign the attached copy of this letter and return to this office.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

The above arrangement is satisfactory to me and I agree to continue the operations as above outlined on the same rental basis as applied under the contract.

Signed:

____

RECEIVED
AUG 20 1951
FOR FILING

91-322(2)

3551

August 16, 1951

F. C. Scott Construction Co.
11032 S. E. Powell Blvd.
Portland 66, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3551, which was awarded to you on July 17, 1951 by the State Highway Commission for roadbed embankment and slope protection on the West Approaches to Salem Bridges on the Salem-Dallas Highway, Polk County.

We are also send ing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
AUG 14 1951
FOR FILING

U-322(2)

[illegible]

August 8, 1951

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 6, 1951 on Contract 3551, West Approaches to Salem Bridge Section, in connection with Federal Aid Project No. U-322 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:HJ

RECEIVED
AUG 7 1951
FOR FILING

U-322(5)
3551

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 7, 1951
Salem, Oregon

SUBJECT:

To: ~~Mr. [illegible]. [illegible]. [illegible]son~~
~~[illegible]~~

Dear Sir:

Prefix assigned to Contract No. 3551, West Approaches to Salem Bridges, was 27-1023. This prefix should be 27-1024. Please make correction on all papers you have received, and use the prefix 27-1024 on all charges under this contract.

Very truly yours,

D. B. Probert
Office Engineer

DBP:plo

cc: M. M. Hawke
H. G. Smith
Resident Engineer
Ted [illegible]
C. F. [illegible]
Files ✓

records changed
[illegible]

RECEIVED
JUL 19 1951
FOR FILING

11-322(2)

3551

July 18, 1951

F. C. Scott Construction Co.
11032 S. E. Powell
Portland, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3551 for 0.37 miles of embankment construction and slope protection on West approaches to Salem Bridges on the Salem-Dallas Highway, in Polk County. This award was based on your low bid of $87,360.00 submitted on that date.

Constract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

U-322-2

3.5.1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project U-322(2), West Approaches to Salem Bridges on the Salem-Dallas Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

U 322(2)

[illegible]

June 26, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the contract soon to be let for grading and slope protection work involved in the embankment approach at the west ends of the Willamette River Bridges at Salem, Project U-322 (2).

The embankment is to be constructed of sand and gravel made available by the U. S. Engineers by dredging from the river bed. The dredging work and the depositing of the materials on the river bank are to be done under an agreement between the U. S. Engineers and the State and in these operations the State will expect no federal aid.

Under the contract soon to be let, the dredged materials will be moved from the position on the river bank in which they are to be deposited, to their required position in the highway roadbed. The quantities to be so moved are estimated at 230,000 cubic yards, the length of the movement varying from 0 feet to 2,000 feet. Short movements will be made by bulldozers and the longer movements by carry-alls.

Due to the fact that the material to be delivered by the U. S. Engineers will have to be taken as, when and where they are delivered, with little if any control by either the State or the contractor, there will be much rehandling of materials and considerable uneconomical operation of equipment. This fact, together with the facts that all of the excavation is to be underwater and some of the embankment is to be deposited underwater, makes measurement and payment to the contractor on either an excavation basis or an embankment basis impractical. We therefore plan to make payment for the movement of the materials on a time basis asking the contractor to bid hourly rates per each for bulldozers, excavators and blade graders.

Payment for the slope protection work to be done under the same contract, representing about 60 per cent of the contract total, will be made on a cubic yard, vehicle measure, basis.

Your approval of the bases of measurement and payment above outlined is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
1951
DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

U-322(2)

3551

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. U-322(2), West Approaches to Salem Bridges on the Salem-Dallas Highway, to F. C. Scott Construction Company of Portland, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

30-3307 Emigrant Springs Park 1951
Buildings
#3552

RECEIVED
FOR FILING
3552

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3552	4-final	Loree Building Service	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
418	R-32257	$ 1,037.87	Jan. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: Extended to Oct. 30, 1951 without penalty

Completion Date: Oct. 30, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer per
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 18 1952
A. A. Wichlander

1-15-52

RECEIVED
JAN 7 1952
FOR FILING

January 4, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 3552 covering construction of Emigrant Springs Park Buildings in Umatilla County was completed by the contractor, Loree Building Service, on October 30 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $1,037.87 will be released to the contractor on or after January 14, 1952. The total contract amount is $6,102.92, of which amount $44.40 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues of demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pownall, Taylor & Hays
330 American Bank Bldg.
Portland 5, Oregon

NOTED ON CARD
1-4-52

RECEIVED
NOV 1951
FOR FILING

[illegible]

35[illegible]

November 23, 1951

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 30 days, from September 30 to and including October 30, 1951, within which to complete your contract No. 3552, covering construction of Emigrant Springs Park Buildings in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

Robert Ellison,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
FOR FILING

October 15, 1951

Request for extension of time
No. 1
November 8 and 9 meeting

State Highway Commission

Gentlemen:

Re: Emigrant Springs Park Building
Contract 3552
Loree Building Service, Contractor

Herewith request for an extension of time from the Loree Building Service, contractors for the Emigrant Springs Park Building in Umatilla County. This work was to have been completed September 30. They have asked for an extension of time in the amount of 30 days, to and including October 30, 1951.

There was, as usual, considerable delay in getting material and it became necessary to make a change in the location of the pump-house. For these reasons, it is recommended that the extension be granted without penalty to the contractors.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
[illegible] 1951
FOR FILING

30-33-7

3552

August 6, 1951

Loree Building Service
Box 310
La Grande
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3552, which was awarded to you on July 17, 1951 by the State Highway Commission, covering construction of the Emigrant Springs Park Building in Umatilla County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.1

RECEIVED
JUL 19 1951
FOR FILING
31-3367
[illegible]

July 18, 1951

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3552 for construction of Emigrant Springs Park Buildings in Umatilla County. This award was based on your low bid of $5687.70 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

330-1704 Umatilla ("C" & "I" Sts.) 1/51
Grading and Bituminous Macadam
3553 Surfacing Project in Umatilla.

RECEIVED
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 21, 1951

(CONTRACT NO.) 3553	(EST. NO.)	(CONTRACTOR)
3553	3-final	Russell Olson Construction Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22154	R-30215	$ 500.00	Dec. 21, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: None

Completion Date: Sep. 30, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-24-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1951
A. A. Wicklander

12-27-51

RECEIVED
NOV [illegible] 1951
FOR FILING

[illegible]
3553

November 21, 1951

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3553 for work on the Umatilla ("G" & "I" Sts.) City Streets Section in Umatilla County was completed by the contractor, Russell Olson Construction Co.,Inc., on September 30 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $500.00 will be released to the contractor on or after December 1, 1951. The total contract amount is $8,301.30, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this projec. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. M. B. Waterbury
Board of Trade Bldg.
Portland 4, Oregon

[illegible]

RECEIVED
FOR FILING

[illegible]

November 15, 1951

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Russell Olson Construction Co.,Inc. on contract No. 3553, for grading and surfacing on the Umatilla ("G" & "I" Sts.) City Street Section in Umatilla County.

This payment, in the amount of $1,567.50, will be made to the contractor on or after November 25, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: M. B. Waterbury, Agent
Peerless Casualty Co.
Board of Trade Bldg.
Portland 4, Oregon

[illegible]

[illegible]

10-3-51

UMATILLA

PRELIMINARY ESTIMATE

10-3-51

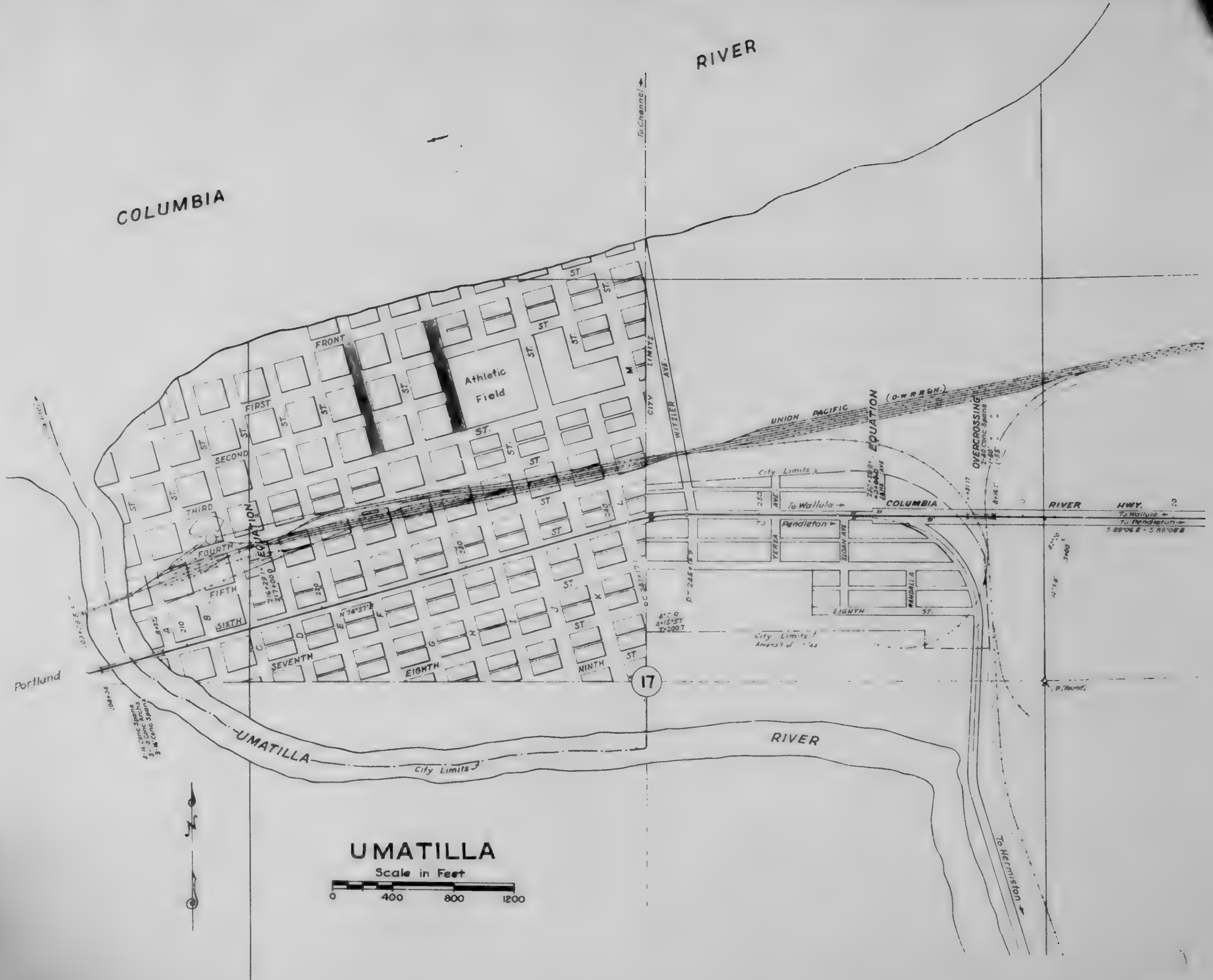
"G" and "I" Streets from Third Street to Front Street, a combined distance of approximately 0.30 mile.

Grade, place base rock and shoulders and B-2 bituminous macadam wearing surface 22' in width.

Item	Quantity		Unit Price	Total
Excavation, + Embankment	1000	c.y.	$ 1.00	$ 1,000.00
3"-6 in base	1500	c.y.	2.50	3,750.00
3/4"-0 in base & shoulders	500	c.y.	4.00	2,000.00
Sprinkle	40M	gal.	4.00	160.00
RC-3 in binder course	5	tons	6.00	300.00
Furnish & place aggregate	300	c.y.	6.00	1,800.00
Furnish & place 150-200	26	tons	60.00	1,560.00

Preliminary Estimate of Construction	$10,750.00
12-1/2% Engineering & Contingencies	1,343.75
Preliminary Engineering	400.00
	$12,493.75

Total Estimate $12,500


UMATILLA
Scale in Feet
0
400
800
1200
COLUMBIA
RIVER
UMATILLA
RIVER
City Limits
To Channel
Portland
To Hermiston
UNION PACIFIC (O-W R R & N.)
EQUATION
OVERCROSSING
2-40 Conc Spans
1-80
1-55
COLUMBIA RIVER HWY.
To Wallula
To Pendleton
S 89°06' E - S 89°08' E
CITY LIMITS
WITZLER AVE.
YERXA AVE
SLOAN AVE
LANE AVE
RANDALL A
EIGHTH ST.
City Limits
Amend't of '44
Athletic Field
FRONT
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
ST
A
B
C
D
E
F
G
H
I
J
K
L
M
210
220
230
240
250
216+29.1
217+00.0
N 74°57' E
PC 241+17
P 245+15.9
257+58.9
8-16 Conc Spans
3-3 Conc Arches
3-16 Conc Spans
17
P (found)

Rev 9-20-49

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report #3

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 29, 19 51

Section Umatilla "G" & "I" Streets

Kind of work Grading & Bit. Mac. Surfacing

Highway City Streets

Section prefix 330-1704

Contractor Russell Olson Const. Co.

Contract number 3553

Date of contract July 17, 19 51

Date of completion September 30, 19 51

Date work started Sept. 13, 19 51

Estimated date of completion Sept. 29, 19 51

Amount of contract . . . . $ 8,040.00

Per cent of time elapsed 98.7 %

Estimated cost of completed project, exclusive of engineering . . . . $ 8,401.80

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 520.96, 81 %

Date project was completed Sept. ~~29~~ 30, 19 51

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Began oiling Sept. 24th. and finished Sept. ~~29~~ 30th. this completes the section.

NOTED
H. G. SMITH

[illegible]

RECEIVED
OCT 2 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed A. L. Hoch

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.3	.3		.3	
Miles partially completed	.3	.3		.3	
Miles completed	.3	.3		.3	
Total estimated quantities	620	1600		300	
Estimated quantities moved or placed to date	620	1600		300	
Average daily quantities	300	530		100	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				18	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1......, Power graders ...1......, Rollers ....1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks. ....6......, Distr. . ...1......., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Pt. Cloudy		
Tuesday	Rain-cloudy		
Wednesday	Fair		
Thursday	Fair-warm		
Friday	Overcast		
Saturday	Cloudy-showers		

State Printing Dept. 41606

RECEIVED

FOR FILING

42 - 1704

3553

August 16, 1951

Russell Olson Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3553, which was awarded to you on July 17, 1951 by the State Highway Commission, for grading and surfacing on the Umatilla ("G" and "I" Sts.) City Streets Section in Umatilla County.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 1 9 1951
FOR FILING

33c-1704

3553

July 18, 1951

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3553 for grading and surfacing "G" and "I" Streets in Umatilla, Umatilla County. This award was based on your low bid of $8,040.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
APR 17 1951
FOR FILING
FORM E-30X 15M 1-49 29024

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. E. F. Chidsey
Division Engineer

Herewith is an unexecuted copy of an agreement with the City of Umatilla covering the improvement of "G" and "I" Streets between 3rd and Front Streets in connection with the $250,000 city allotment project in that city. Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Umatilla	1
County & City Relations	1
Division No. 5	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

R FILING

April 11, 1951

Miriam McKenzie, City Recorder
City Hall
Umatilla, Oregon

Dear Madam:

We are enclosing herewith a fully executed copy of an agreement between the State Highway Commission and the City of Umatilla covering the improvement of "G" and "I" streets between Third and Front Streets in connection with the $250,000 city allotment project.

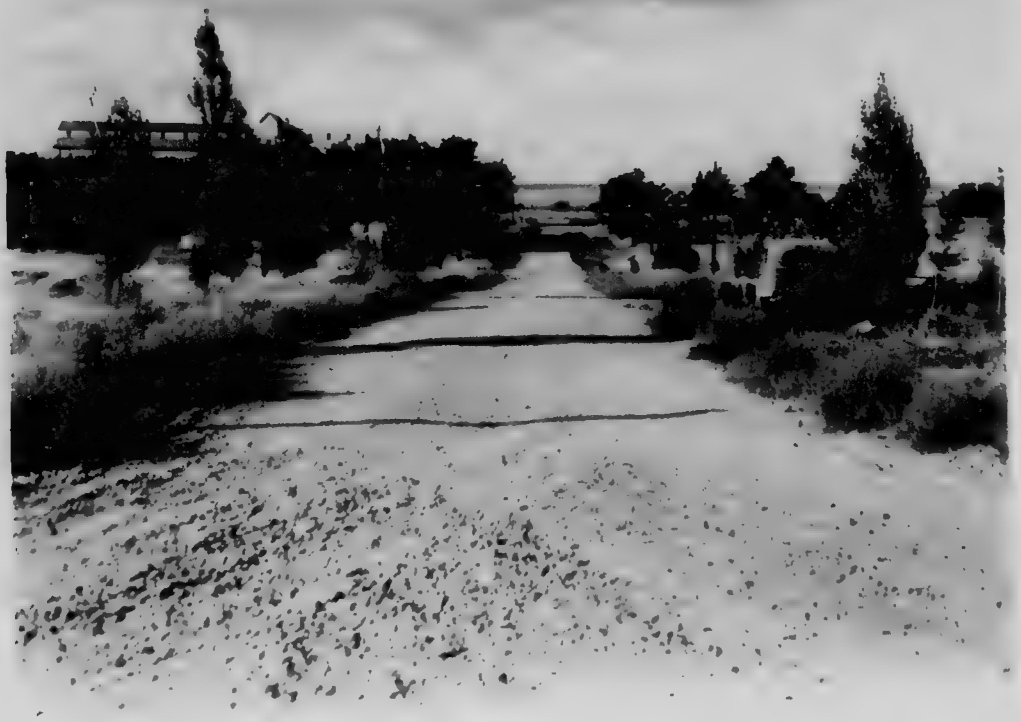
Yours very truly,

OREGON STATE HIGHWAY COMMISSION

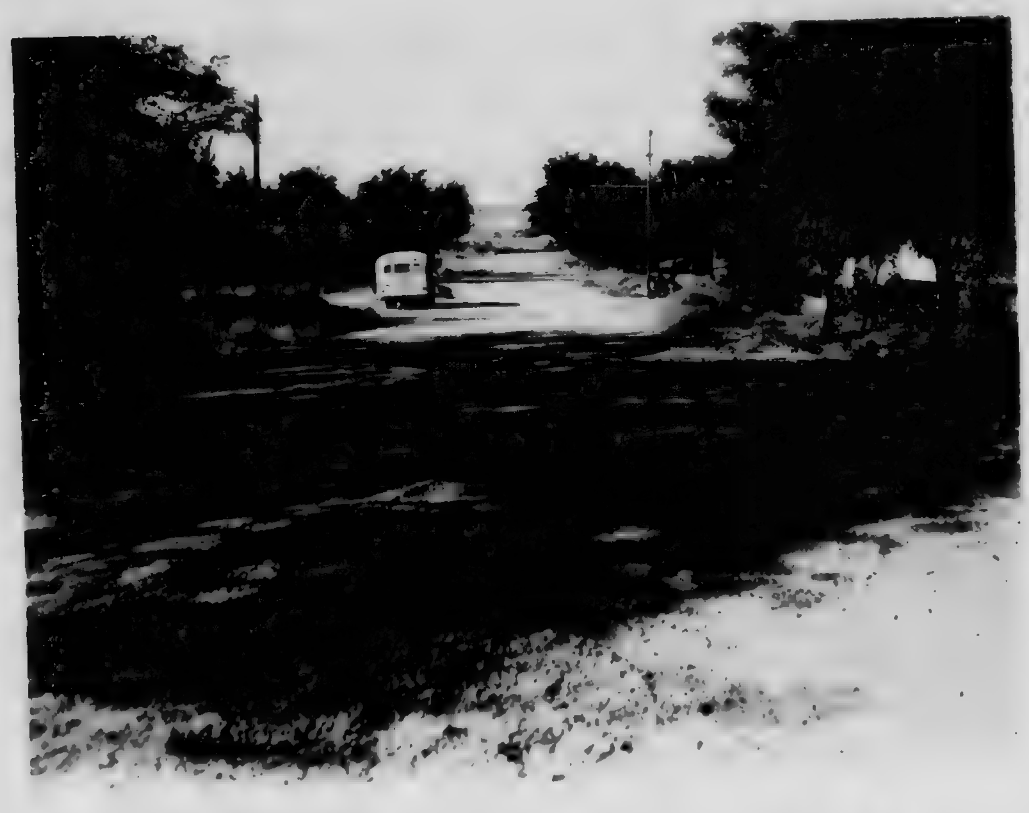
Secretary

rn
encl. 1

Umatilla
9-29-50



"I" Street from 3rd looking northerly
9-29-50



"G" Street from 3rd looking northerly
9-29-50

Form cc-50
Special City Allotment

9-18-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Umatilla, Oregon is an incorporated city of the State of Oregon, and has a population of 743, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

K street from 3rd street to Front street

I street from 3rd street to Front street

G street from 3rd street to Front street

Front street from K street to G street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

K street from 3rd street to Front street

I street from 3rd street to Front street

G street from 3rd street to Front street

Front street from K street to G street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Umatilla, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Miriam McKenzie as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of September, 19 50.

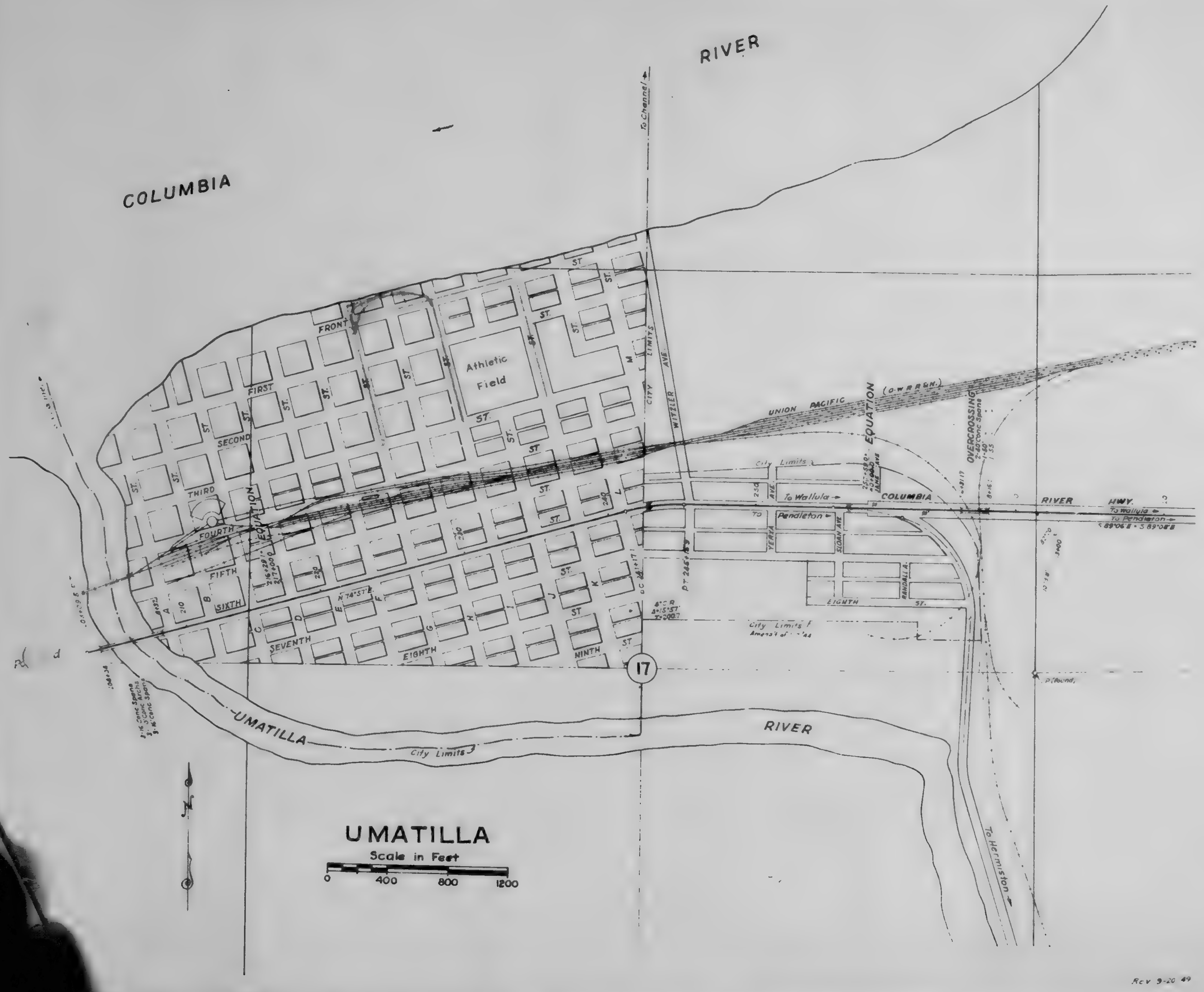
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Umatilla, Oregon at a regular or special meeting of said council, held on the 18th day of September, 19 50, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19th day of September, 19 50.

Miriam T. McKenzie
City Recorder


UMATILLA
Scale in Feet
0
400
800
1200
COLUMBIA
RIVER
UMATILLA
RIVER
City Limits
To Channel
Athletic Field
FRONT
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
ST.
CITY LIMITS
WITZLER AVE.
UNION PACIFIC (O.W.R.R.&N.)
EQUATION
EQUATION
OVERCROSSING
2-60' Conc Spans
COLUMBIA
RIVER
HWY.
To Wallula
To Pendleton
To Wallula
To Pendleton
YERXA AVE.
SLOAN AVE.
JANE AVE
RANDALL A.
EIGHTH
ST.
City Limits
17
To Hermiston
Rev 9-20 49

Resolution

9-5-50

WHEREAS, the State Highway Commission of the State of Oregon, has set aside a special fund for projects involving streets that are not a part of the State Highway System and that are receiving excessive wear as a result of unusual industrial traffic-

WHEREAS, this fund is limited to cities uncer 5000 population-

AND WHEREAS, Umatilla is a City having a population of 743 and in the opinion of the Municipal Authority that the best interests of the City will be served by additional street impmovements on streets subject to heavy industrial traffic- caused by the Tidewater Shaver Barge lines and the Pendleton Grain Growers-

NOW THEREFOR, be it and ut us hereby resolved as follows:

1. That the City does hereby declare its purpose and plan to request additional street improvement within the "SPECIAL FUND", Street work program October 1. 1950.

2. That the following plans are approved and adopted as the plan and program of street construction for said City, to-wit:

K Street from 3rd Street to Front Street
I Street from 3rd Street to Front Street
G Street from 3rd Street to Front Street.
Front Street from K Street to G Street.

3. That Miriam McKenzie, acting City Recorder of said City, be and is is hereby instructed and authorized to submit to the State highway Commission, for its written approval, the said proposed plans, and that said submission be by a certified copy of this resolution.

4. That upon receipt of the written approval of said plans and projects all necessary steps shall be taken and all procedure adopted necessary for the accomplishment of said street improvement, all of which work shall be done in strict conformance with the plans and specifications approved by the State Highway Commission and in compliance with the provisions of said law.

5. That this resolution shall be entered in the proper and appropiate records of said city and a duly certified copy thereof prepared for delivery by the city recorder to the State Highway Commission.

Passed by the Common Council of the City of Umatilla, Umatilla County, Oregon, this 5th day of September, 1950.

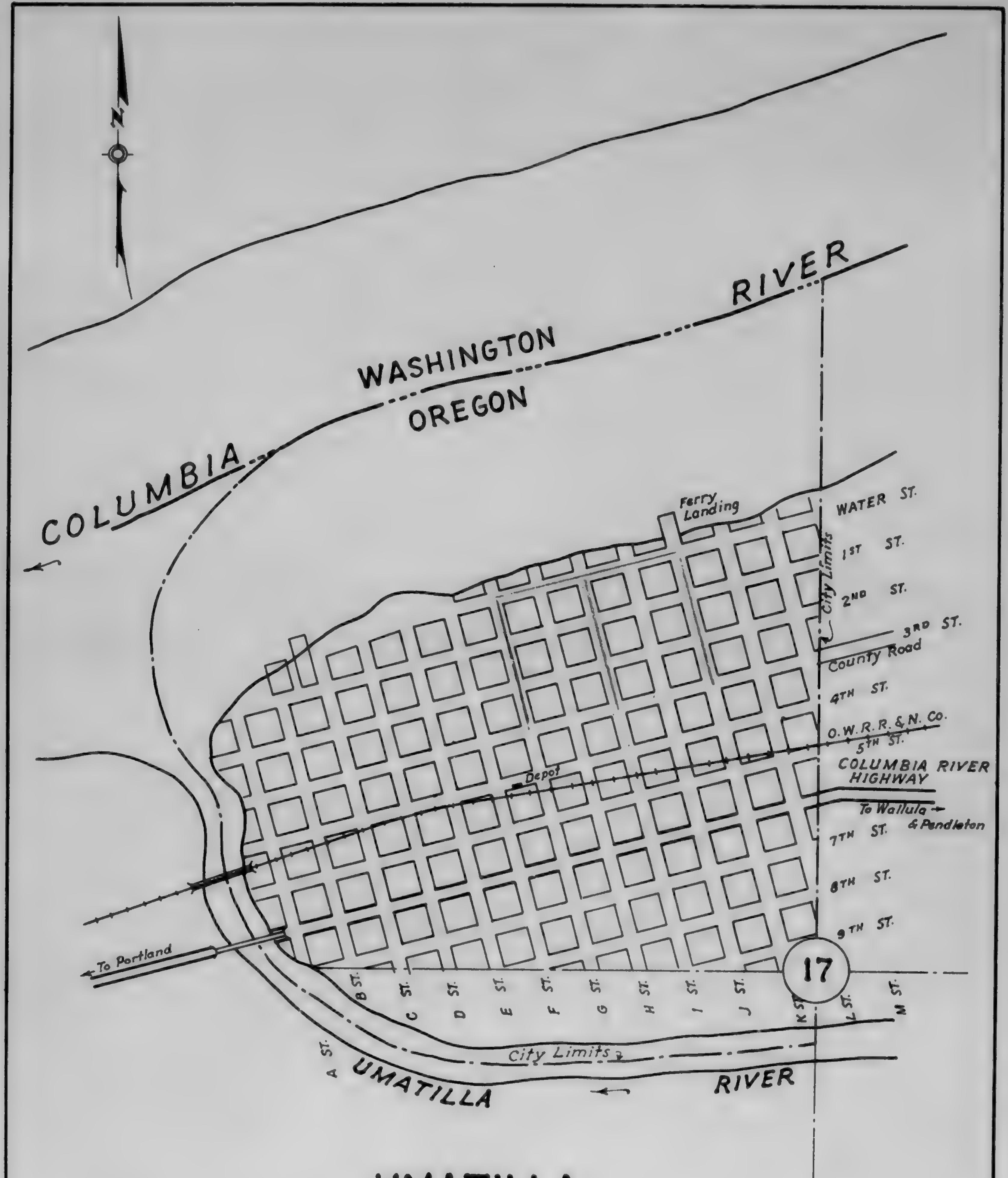
Attest
Miriam McKenzie
acting City Recorder

Approved Archie A. Easton
Mayor

I hereby certify that this resolution was adopted by the City Council of Umatilla, County of Umatilla, at a regular meeting of the City Council on the 5th day of September, 1950.

Miriam McKenzie
Acting City Recorder

RECEIVED
SEP 14 1950



UMATILLA

Scale: 1"=800'

333-1703 Dufur (North First Street) 1951
Grading and Oil Mat surfacing
#3554 project in Dufur

RECEIVED
NOV 1951
FOR FILING

OREGON STATE HIGHWAY COMMISS
(date)
Oct. 30, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3554	2 Final	Babler Bros., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19140	B-27071	$ 750.00	Oct. 30, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

- -

Specified Completion Date: Sep. 30, 1951

Time Extensions: None needed

Completion Date: Aug. 21, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-31-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

By
Acting Secretary

Warrant Mailed:
10/31/51
D B Taylor

NOTED ON CARD

RECEIVED
OCT 15 1951
FOR FILING

October 15, 1951

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3554 for work performed on the Dufur (N.1st St.) City Street Section in Wasco County was completed by the contractor, Babler Bros.,Inc., on August 21 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $750 will be released to the contractor on or after October 25, 1951. The total contract amount is $7,205.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Generla Casualty Co.of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Department

NOTED ON CARD

10-15-51, g.P

RECEIVED
SEP 24 1951
FOR FILING

333-1703

3554

September 21, 1951

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler Brothers, Inc. on contract No. 3554, for grading and surfacing on the Dufur (N. 1st St.) City Street Section in Wasco County.

This payment, in the amount of $6,455.00, will be made to the contractor on or after October 1, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1951, 19

Section Dufur (North 1st Street)

Kind of work Grading and Oil Mat Surfacing.

Highway Columbia River

Section prefix 333-1703

Contractor Babler Bros., Inc.

Contract number 3554

Date of contract July 17, 1951, 19

Date of completion Sept. 30, 1951, 19

Date work started August 16, 1951, 19

Estimated date of completion , 19

Amount of contract $6,585.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 7,875

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 210, 3.2 %

Date project was completed August 21, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Base rock crakked up and keyed pretty well under the roller, so 1/4"- 0" rock in base was ~~omitt~~ omitted and oil mat tacked directly to the talus base, using extra asphalt.

Oiling was completed Thursday.

Semi-final estimate is ready except for a copy of the asphalt invoice and the contractor's signature on a price agreement for barreling excess oil.

FINAL REPORT.

NOTED H. G. SMITH

NOTED H. W. LIBBY

RECEIVED AUG 27 1951 OFFICE OF CONSTRUCTION ENGINEER

NOTED B. A. MARTIN

Signed A V Benedict

Address Box 420, The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31			0.31	
Miles partially completed					
Miles completed	0.31			0.31	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				18	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ......1.., Rollers .....1..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	Hot		
Tuesday	Hot		
Wednesday	Windy		
Thursday	Windy		
Friday	Clear		
Saturday	Clear		

State Printing Dept. 41606

RECEIVED

FOR FILING

333-17-3

3554

August 6, 1951

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3536, for surfacing on the Madras (erd & c St.) City Street Section, Jefferson County, awarded July 16, 1951.

Contract No. 3554, for grading and surfacing on the Dufur (N. 1st St.) City Street Section in Wasco County, awarded July 17, 1951.

These copies are for your records and files.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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JUL 19 1951
FOR FILING

[illegible]

3554

July 18, 1951

Babler Bros. Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, awarded you Contract No. 3554 for grading and oiling North First Street in Dufur, Wasco County. This award was based on your low bid of $6,585.00 submitted on that date

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

NOTED
J. W. CATTRALL

Salem, Oregon
June 15, 1951

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. Pease

I am returning herewith field data on the Dufur 1951 city allotment project. This project was originally approved for rock surfacing only. No oiling was included because of the cost exceeding $15,000 and the city had no funds to pay for any cost in excess of this amount. It now appears that if the Division's unit costs are satisfactory, oiling can be accomplished and still stay within the $13,400 approved by the Commission. The project as set up is consistent with that planned.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

cc: Mr. Virgil O'Neil

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

[illegible] 6-13-51

Explanation of [illegible] figures of [illegible] for $50,000 job.

In the preliminary estimate it was figured some solid rock would have to be removed and also to move some of the material one foot higher and fill the [illegible] below to make a better horizontal alignment.

The plans from field do not make these changes but [illegible] an [illegible] which was not approved by Commission. The city feels they would be satisfied with a rock surface if grading and rocking cost as much as allowable under the act.

The estimate of cost made by the surveyor does not include the cost of [illegible] or [illegible] aggregate, but even including these items will [illegible] still be within the allocated funds ($13,400)

315 cubic yards at 24[illegible] [illegible] = $35[illegible]

Or a total estimated figure of $11,235.63 + preliminary engineering

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FOR FILING
FORM E-30X 25M 3-51 47199

323-17-3

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1951

SUBJECT: Work for City of Dufur

To:
Mr. Wm. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Mr. Baldock, Mr. Williams, and Mr. Stiffler and I discussed the street work in Dufur, today.

It was decided that the $13,435.00 construction job of Grading and Rock Surface should be contracted, and not done by State Force, unless no suitable bids were received.

The law provides a $5,000 limit for State Force construction jobs, without advertising.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
cc: J. S. Sawyer
John Cattrall
R. H. Baldock
W. C. Williams
W. W. Stiffler

RECEIVED
FOR FILING

333-1763

Dufur

May 7, 1951

Margaret J. Slusher, City Recorder
City Hall
Dufur, Oregon

Dear Madam:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State Highway Commission and the City of Dufur covering the improvement of N. First Street from Main Street (The Dalles-California Highway) to Klinger Street, a distance of approximately 0.36 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

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MAY 18 1951
FOR FILING

FORM E-30 25M 11-50 44701

[illegible]

Dufur

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 2, 1951

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith letter from the Mayor of Dufur, requesting that work on certain Dufur streets as outlined by Mr. Cattrall, County and City Relations Engineer, be performed by state forces.

Below find information necessary to initiate an "Order to Render Service" for this work:

Service for the City of Dufur.

Represented by Robert A. Duffield, Mayor.

To grade, surface and oil North First Street, between Main and Klinger streets in the amount of $11,000. We expected to do grading and surfacing with Sawyer's extra gang crew, and oil when oil crew is in this vicinity. Money for this is part of the allocated city street funds and is not in possession of the City of Dufur.

Very truly yours,

WM. E. CHANDLER
Division Engineer

By: Dean Swift
DEAN SWIFT
Assistant Division Engineer

NOTED
W. C. WILLIAMS

DS:me
Encl.
cc: Mr. J. S. Sawyer

NOTED
LRC

NOTED
[illegible]

NOTED
[illegible] De FRANCE

NOTED
[illegible]

RECEIVED
APR 26 1951
OFFICE OF
DIVISION ENGINEER
BEND OREGON

Dufur Oregon.
April 25 1951.

Mr W. E. Chandler,
Division Engineer, State Highway Dep't,
Bend Oregon.

Dear Sir;
Regarding the contemplated street work in Dufur, I am asking that the State do the contemplated work on North 1st Street, between Main and Klinger Streets, in the estimated amount of $11,000 and bill the City of Dufur.

Very truly yours,

Robert A. Duffield Mayor.
Dufur, Oregon.

NOTED
J. W. CATTRALL

March 8th, 1951

Mrs. Margaret Slusher
City Recorder
Dufur, Oregon

Dear Madam:

The State Highway Commission at its February 26 - 27 meeting approved a project in Dufur to be constructed from the 1951 $250,000 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

Said project as approved provides for grading and placing of base course and rock surfacing on First Street from Main Street to Klinger Street.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

$40000 City allotment 1951

Dufur 9-6-50

N 1st Street - Main St to Klinger approx. 0.36 mile.

Contacted Mr. Guy Douglas City Councilman on Sept 6 as [illegible] [illegible] out of town and [illegible] to be back before Sunday.

O.A. has requested we build N First St. & Mr. Douglas said they now compel trucks to use 1st St being [illegible] to N 3rd Street under 1948 [illegible] as the city officials did not want to take a chance on the [illegible] [illegible] 3rd St destroyed by trucks.

All trucks are now directed to use 1st Street N to reach the saw mill.

Mr. Douglas said the city had 40' R/W; at present roadway is but 16' wide, appears to be wide enough but too narrow to allow 2 trucks to pass except in spots, with sloping [illegible].

There was heavy outcropping of solid rock at approximately Court St. which will have to be excavated to allow any widening.

Mr. Douglas said city would like to have the roadway widened and rock surfaced if possible.

It would appear that the city may attempt to get all east & west streets rebuilt by moving the truck route every time one is rebuilt.

HG

[illegible] truck [illegible]
[illegible]
[illegible]

DUFUR

PRELIMINARY ESTIMATE

8 21 50

First Street from Main Street to Klinger Street, a distance of approximately 0.36 mile.

Grade, add base rock and rock surfacing 24' wide.

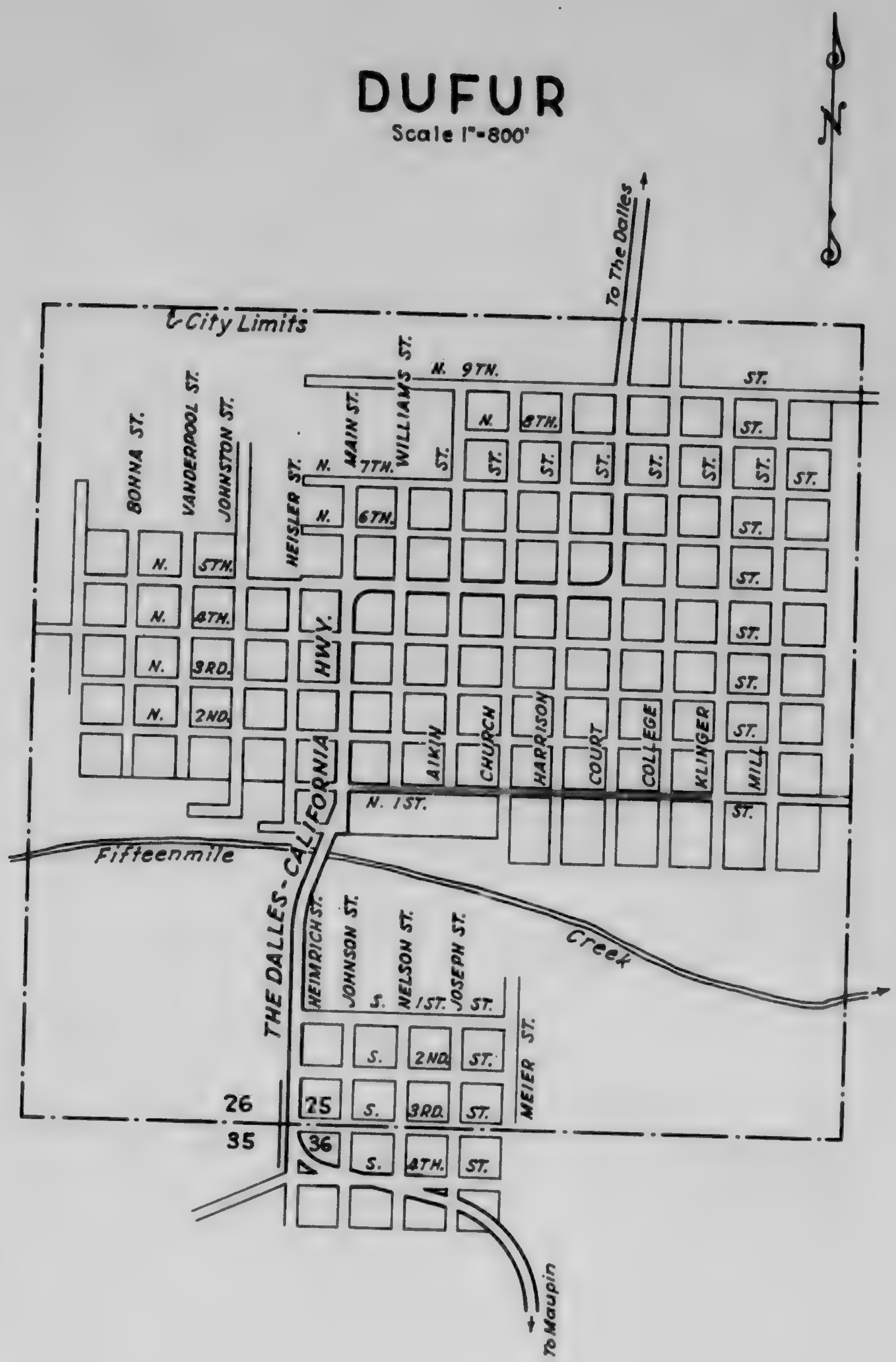
Item	Quantity	Unit Price	Total
Excavation, solid	670 c.y.	$ 6.00	$ 4,020.00
Excavation, common	1000 c.y.	1.00	1,000.00
3"-0 rock in base	1200 c.y.	3.50	4,200.00
3/4"-0 rock in base & shoulder	500 c.y.	4.25	2,125.00
Sprinkle	50M gal.	3.00	150.00
Finish roadbed & slopes	0.36 mile	500.00	180.00
Preliminary Estimate of Construction			$11,675.00
12-1/2% Engineering & contingencies			1,460.00
Preliminary Engineering			300.00
			$13,435.00

Total Estimate $13,400

HCA:MM

DUFUR

Scale 1"=800'



Dufur

1900 lin. ft. 6-21-50

Rough grading, slope staking,
cattle guard culverts,
[illegible] blasting of the rock
the surface grade and finishing

Excavation Solid	670 Cuyds.	6.00	4020.00
Excavation Com.	1000 Cuyds	2.00	2000.
3" - 0 rock	800 Cuyds	[illegible]	2760.
3/4 0 rock	500 Cuyds	3.50	1750.
[illegible]	36 M gal	3.00	108.
[illegible]	30 hours	10.00	300.
Finishing [illegible] slopes	0.36 mile	500.00	180.
			11,118.00

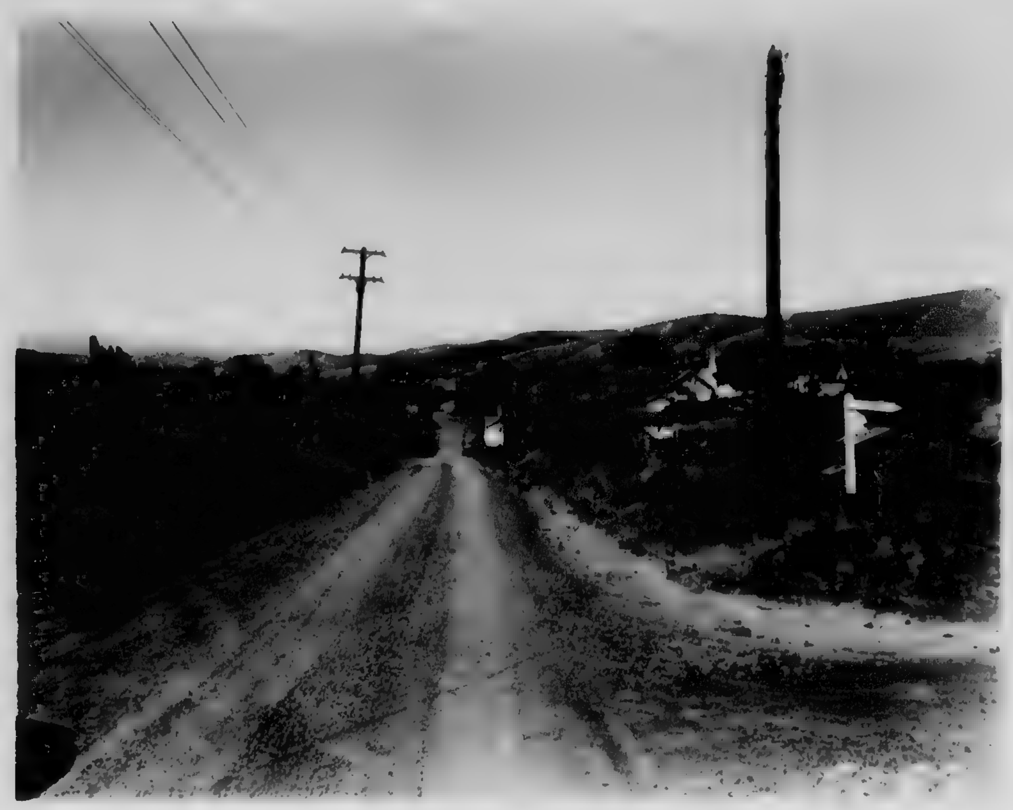
Widen to 20', [illegible] 10' [illegible] and big rock [illegible]
[illegible] [illegible] high spots [illegible]

This should not be [illegible] since we have previously built 2.28 [illegible] as truck route and there is a chance that the city could continue to [illegible] the truck routes and [illegible] its upkeep

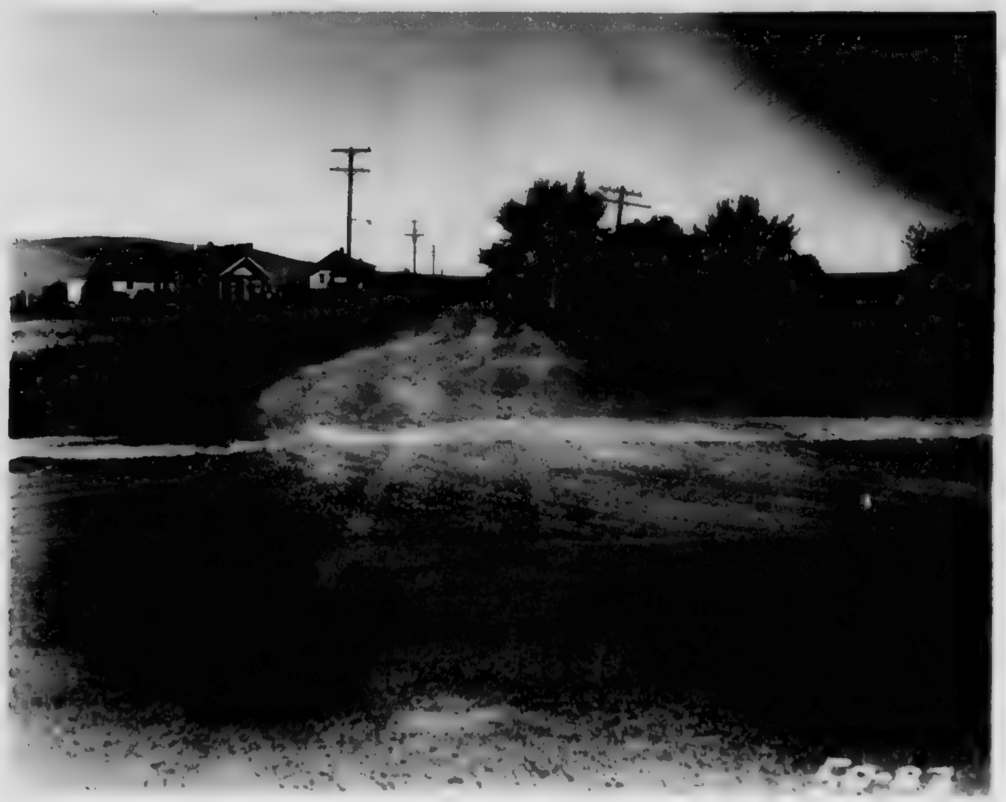
HCW

Fill

Dufur



First Street from Klinger St looking West
6-21-58



Court Street from 4th looking to 5th.
6-21-58

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Dufur, Oregon is an incorporated city of the State of Oregon, and has a population of 392- 1940 Census as given by the latest official census, and

[illegible]

-50

WHEREAS, the following streets of said city,

First Street from it's intersection with Main St. thence East

on said First Street to its intersection with Klinger Street

Court Street between Fourth Street and Fifth Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

First Street from it's intersection with Main Street thence East

on said First Street to it's intersection with Klinger Street

Court Street Between Fourth Street and Fifth Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Dufur, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate The Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19 day of December, 19 49.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

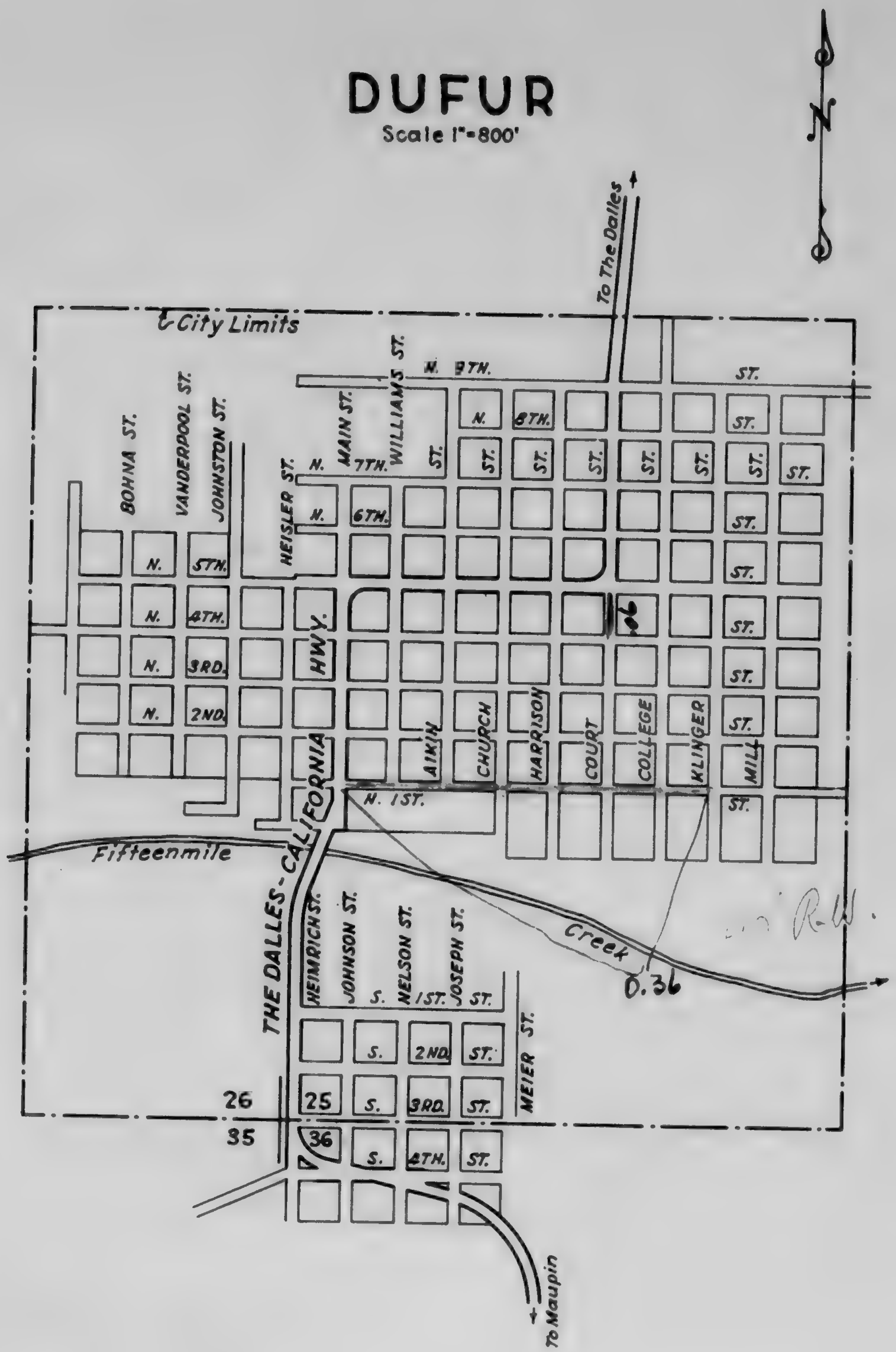
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Dufur at a ~~regular~~ or special meeting of said council, held on the 19th day of December, 19 49, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of December, 19 49.

Mrs Margaret Slusher
City Recorder

DUFUR

Scale 1"=800'



33-1409 1951

Shaniko Maintenance Building

#3555

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 4, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3555	5-final	Swendig & Son

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3106	R-35433	$ 6,470.76	3/3/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: None

Completion Date: Nov. 30, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-5-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 5 1952

NOTED ON CARD

RECEIVED
14 1952
FOR FILING

February 13, 1952

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

State highway contract No. 3555 for construction of maintenance building at Shaniko in Wasco County was completed by the contractor, Swendig & Son, on November 30 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $6,470.76 will be released to the contractor on or after February 23, 1952. The total contract amount is $13,656.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Darrell W. Smith Insurance Agency
537 - 6th St.
Redmond, Oregon

NOTED ON CARD

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[illegible] '51
FOR FILING

[illegible]

3555

August 16, 1951

Swendig & Son
522 Seventh St.
Redmond, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3555, which was awarded to you on July 17, 1951 by the State Highway Commission, covering construction of Shaniko Maintenance Building in Wasco County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 1 9 1951
FOR FILING

[illegible]

3555

July 18, 1951

Swendig & Son
522 7th Street
Redmond, Oregon

Gentlemen.

The State Highway Commission on July 17, 1951, awarded you Contract No. 3555 for constructing a masonry block maintenance building on Highway Commission property at Shaniko on State Highway 42, in Wasto County. This award was based on your low bid of $13,430.00 submitted on that day.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc - S. H. Probert

RECEIVED
FOR FILING

[illegible]

[illegible]

May 16, 1951

4-X

Oregon State Highway Commission

Gentlemen

In our 1951 budget, under the subheading of Construction and Betterment of Maintenance Stations, there is included the amount of $15,000 to construct a standard maintenance headquarters building at Ely, Oregon.

Since the budget was submitted and approved, our rented maintenance headquarters building at Shaniko, Oregon blew down during a heavy windstorm, requiring our section crew to move its headquarters to the only other available building in town (also rented), which is an old barn and entirely unsatisfactory. Therefore, we respectfully request authority to transfer the $15,000 from Ely to Shaniko and to construct a standard building 32'x52' for the same estimated cost.

We own a suitable building site in Shaniko, just two blocks off the Sherman Highway.

This item will be on the agenda for the May meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er hi
cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. E. H. Hawke

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1951

SUBJECT: Shaniko Maintenance Station
32'x52' - $15000

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith copy of letter from Mr. Swift and a copy of my reply, also prints of Shaniko city map showing the location of the two blocks owned by the Highway Department and, upon which it is proposed that we construct a standard block maintenance building this year in lieu of the construction originally proposed for Bly. The change in plans is a result of damage sustained by the old building which we were occupying in Shaniko when a windstorm, October 25, 1950, blew down over half of the building we were occupying. Our present quarters are now inadequate and it is felt that the construction of this building is most urgent.

The property which we own at Shaniko consists of two blocks less one lot owned by the City and occupied by their water tower. There is a house and barn located on Block 4 which is now occupied by our maintenance foreman. This site is available by two graveled city streets - one extending 600 feet east and the other 760 feet south from the corner of Block 4. to the Hwy.

We recommend authority be obtained from the Highway Commission to transfer the funds authorized for Bly to Shaniko and that we be authorized to call bids at the next meeting of the Highway Commission. The exact location of the buildings should not be attempted at this time until the results of our application for the vacation of the street and alleys is determined.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj
Encls.

H W S File

FORM E-30X 25M 5-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1951

SUBJECT: Shaniko Maintenance Station

To:

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Attention: Dean Swift

Dear Sir:

Reference is made to the maintenance station site at Shaniko. We suggest you proceed with necessary steps to obtain vacation of "B" Street between 6th and 7th and the alleys in Blocks 4 and 5 as suggested in your letter. We believe you will be able to handle the details of the local application for this vacation. Should you need assistance, please advise.

We understand, that due to the windstorm blowing down the building which we had been using for a maintenance station in Shaniko and our present use of inadequate quarters, that you wish to transfer the budgeted item for a maintenance station at Bly to Shaniko.

We are suggesting to Mr. Stiffler that authority be obtained from the Highway Commission to construct a maintenance station at Shaniko this year. Inasmuch as the vacation of the street and alleys may affect the final building location, we are requesting him to do this without making a definite location of the building at this time.

Very truly yours,

I. A. Dorrance
Assistant Maintenance Engineer

IAD/bj
Encls. 2

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 2, 1951

SUBJECT:

COPY

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

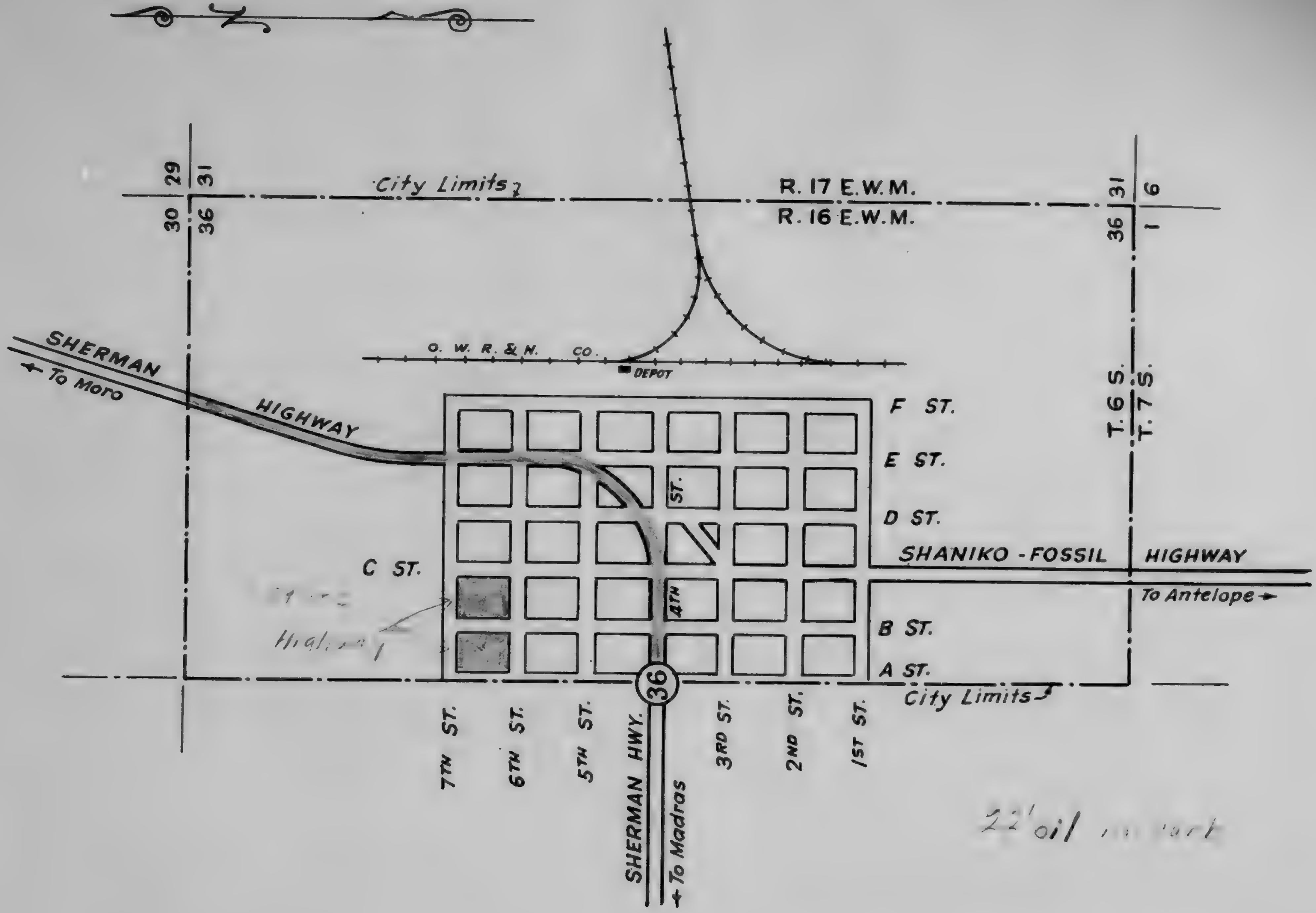
Enclosed herewith is plat of land owned by the State Highway Department in Shaniko, with the location of the maintenance shed shown as proposed by J. S. Sawyer. I think it would be well if vacation proceedings could be instigated on "B" Street between 7th and 6th Streets, and on alleys in Blocks 5 and 4. This would give us a solid block of land and allow the shed to be moved further west, to allow more room between the pump island and the building, for backing out and turning. Sawyer shows the doors on the East side, which is checked in this office. Some thought was given to securing a site closer to the highway, but decided to use the site already owned as it was only two blocks East or South on a surfaced street to the highway.

Very truly yours,

Wm. E. CHANDLER
Division Engineer

By: Dean Swift (signed)
DEAN SWIFT
Assistant Division Engineer

DS:me
Encls.
cc: Mr. J. S. Sawyer

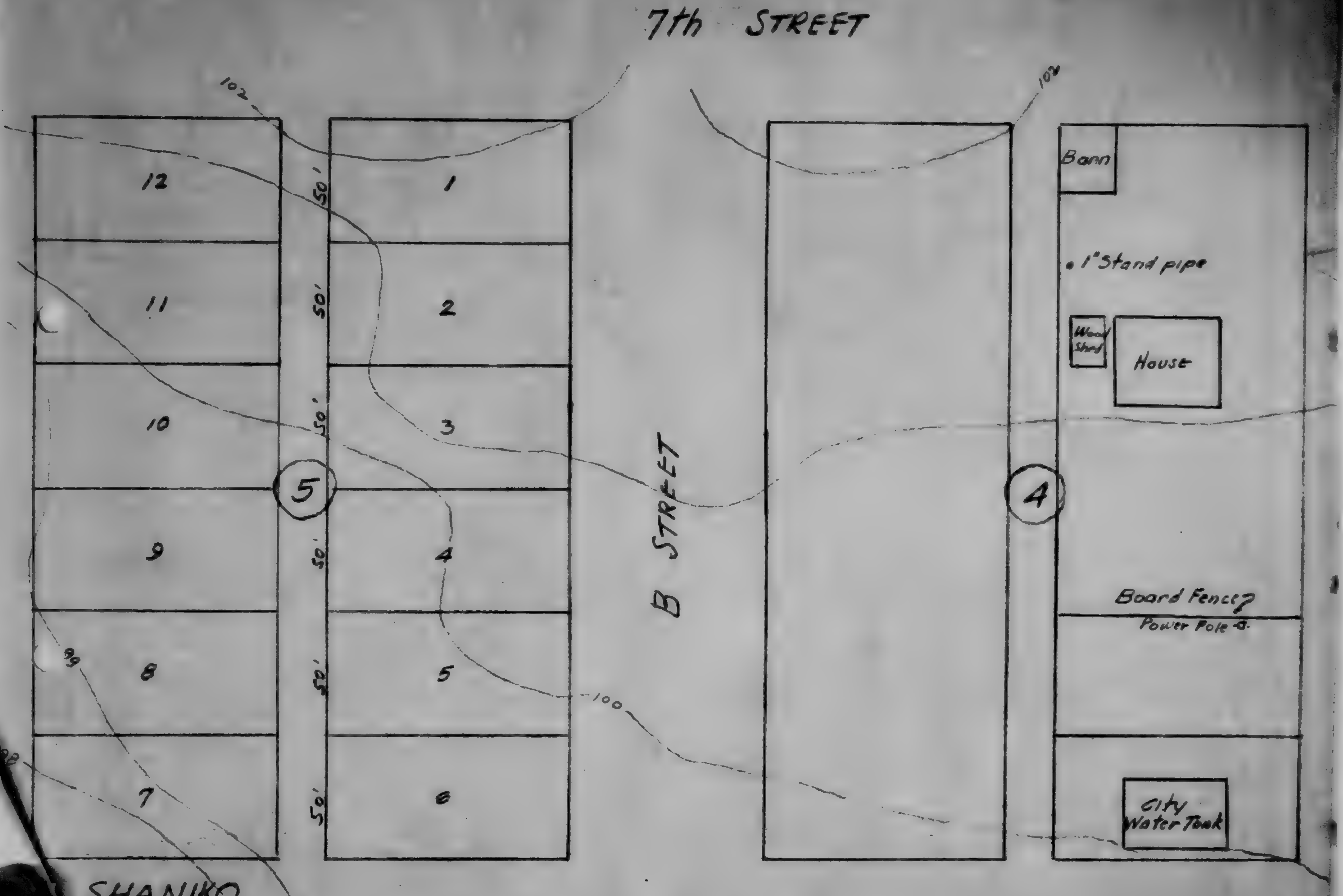


22' oil [illegible]

SHANIKO

Wasco County

Scale 1in. = 800 ft.



SHANIKO
TENANCE STA.
ASCO COUNTY 1" = 50'

332-1703 Wallowa (Old Highway) Paving 1951
Project in Wallowa.

#3556

FORM A-180 5M 11-51

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

Salem, Oregon

RECEIVED
MAY 22 1952
ENGINEER

City of Wallowa
Wallowa, Oregon

Attn: Jennie Conklin, City Recorder

Invoice No.	23891
Date	May 22, 1952
Your Req. No.	
Billing Request No.	OC 32
Credit distribution:	332-1703-299

Agreed City share of 1951 Special City Allotment Project costs for grading and paving the Old Highway Route. Work done under Contract No. 3556 and covered by agreement dated September 15, 1951.

Advance Deposits		$2,000.00
FINAL COSTS		
Contract Items	14,371.34	
Construction Engineering	1,050.83	
Survey	872.05	
Total	16,294.22	
Agreed State Share	15,000.00	
Agreed City Share		1,294.22
To be refunded		$705.78

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $................
By J. S. Hen..........................

STATE PRINTING 53355

RECEIVED
MAR 20 1952
FOR FILING

3556

Miss Lewis

March 19, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Mr. Newbry:

This is to acknowledge your letter of March 17 to which was attached three copies of a claim filed with your office by the Blue Line Transportation Company, Inc., against H. J. and H. W. Miller in the sum of $241.32 for transporting asphalt to be used on State Highway Contract No. 3556 at Wallowa. The claim bears your file No. 3332.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
3-19-52, JC

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 17, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Blue Line Transportation Co. Inc., for transportation and demurrage charges in the sum of $241.32, against the bond taken from H. J. and H. W. Miller, Principal, and Aetna Casualty and Surety Co., surety, for the work of transporting 40,600 pounds of liquid asphalt from Willbridge, Oregon to Wallowa, Oregon, State Highway Contract No. 3556, our file No. 3332.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
MAR 19 1952
OREGON
STATE HIGHWAY COMMISSION

3-19-52

CEIVED
1 MAR 1952
LINE

Mrs Lewis

3-26

March 19, 1952

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Blue Line Transportation Company, Inc., against M. J. and H. W. Miller in the sum of $241.32. The claim is for transporting asphalt from Willbridge to Wallowa, Oregon for use on State Highway Contract No. 3556 for paving the old highway route in the city of Wallowa.

This information is provided as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAW:md
Attach.

cc - Baker Insurance Agency, Inc.
1923 Washington
Baker, Oregon

M. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

ON CARD
3-19-52

COPY

NOTICE

MAR 14 1952

TO: STATE OF OREGON

Notice is hereby given that the undersigned Blue Line Transportation Co., Inc. has a claim for transportation and demurrage charges in the sum of two hundred forty-one dollars and thirty-two cents ($241.32) against the bond taken from H. J. and H. W. Miller and the Aetna Casualty and Surety Co. for the work of transporting 40,600 pounds of liquid asphalt grade 85/100 from Willbridge, Oregon to Wallowa, Oregon for an amount of $231.42, and the further sum of $9.90 for delay in unloading from 8.45 A.M. till 1 P.M. of the day of delivery. Above rates and charges may be confirmed by referring to Pacific Inland Tariff Bureau's Tariff 13-A, P.U.C.O. No. 16 to which the undersigned is a party. These services performed for the parties named herein in conjunction with their paving operations on State Highway Contract No. 3956.

BLUE LINE TRANSPORTATION CO., INC.

PAUL J. SULLIVAN, JR.

Paul J. Sullivan, Jr.
Secretary-Treasurer

PJS:LJ

ENDORSED
File No. 3332
Filed March 17, 1952
EARL T. NEWBRY, Secretary of State

RECEIVED
MAR 13 1952
FOR FILING

[illegible]

March 12, 1952

The Aetna Casualty & Surety Co.
308 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Blue Line Transportation Company, Inc., in which they state that H. J. and H. W. Miller owe them the sum of $241.32 for transportation of materials to Wallowa on what appears to be State Highway Contract No. 3556 for paving the old highway route in the city of Wallowa.

This information is provided inasmuch as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 3/11

cc - Baker Insurance Agency, Inc.
1923 Washington Street
Baker, Oregon

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

NOTED ON CARD

RECEIVED
MAR 13 1952
FOR FILING

3556

Mrs Lewis

March 12, 1952

Blue Line Transportation Co., Inc.
Box 37
North Portland, Oregon

Attention: Mr. Paul J. Sullivan, Jr.

Gentlemen:

State Highway Contract No. 3556 was awarded to H. J. and H. W. Miller for paving on the old highway route in the city of Wallowa. This contract was completed September 15, 1951, accepted October 11, 1951, and final payment mailed to the contractor on December 3, 1951. The Aetna Casualty and Surety Company through Baker Insurance Agency, Inc., 1923 Washington Street, Baker, Oregon, furnished the performance bond for this contract.

This has to do with the amount due your Company from Mr. Miller as mentioned in your letter of March 4th for the sum of $241.32.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission it is suggested that you file your claim with the Secretary of State. We have attached excerpts from the Oregon Law outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 3/11
Attach.

[illegible]

BLUE LINE TRANSPORTATION CO., INC.

12000 No. PORTLAND ROAD
BOX 37 — NORTH PORTLAND, OREGON

March 10, 1952

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glasyer

Gentlemen:

Thank you for your letter of March 5th regarding our letter to you concerning unpaid invoices of Mr. H. J. Miller covering hauling charges on asphalt.

Our deliveries to Mr. Miller were made to Wallowa and since it was a state highway job, we presume, therefore, that it was made on state highway contract No. 3556 as mentioned in your letter. Our question directed to you was to ascertain if this was a bonded highway job, and if so, would you kindly advise the name of the bonding house which covered the job, in order that we may submit our invoices to them for payment.

Yours very truly,

BLUE LINE TRANSPORTATION CO., INC.

Paul Sullivan Jr.

Paul J. Sullivan, Jr.

PJS EJ

RECEIVED
FOR FILING

March 5, 1952

Blue Line Transportation Co., Inc.
Box 37
North Portland, Oregon

Attention: Mr. Paul J. Sullivan, Jr.

Gentlemen:

We have your letter of March 4 concerning a bill that H. J. Miller owes your Company for hauling charges on asphalt.

The only contract that Mr. Miller has with the State Highway Department is for work in the city of Wallowa, which work was completed September 15, 1951. This job was known as State Highway Contract No. 3556; however, we are very doubtful if your claim pertains to this contract as your claim apparently is in or near the city of Baker.

If you have any further information concerning the location and kind of work on which this asphalt was used, we might be able to provide the information you need. There is the possibility, too, that the work may have been performed for the city of Baker or for Baker County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

BLUE LINE TRANSPORTATION CO., INC.

12000 No. PORTLAND ROAD
BOX 37 — NORTH PORTLAND, OREGON

1560

March 4, 1952

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have been trying unsuccessfully for some time to collect from Mrl H. J. Miller at Baker, Oregon the amount of the enclosed two invoices.

Would you kindly advise us if this was a bonded job, and what means we should employ to obtain the monies due us reflected by the enclosed two invoices.

Yours very truly,

BLUE LINE TRANSPORTATION CO., INC.

Paul J. Sullivan, Jr.
Paul J. Sullivan, Jr.

PJS EJ
Enc. 2

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

FREIGHT INVOICE

NE UNIVERSITY 0674

BLUE LINE TRANSPORTATION C INC.

BOX 37
NORTH PORTLAND, OREGON

SOLD TO Oregon State Hiway Commission
H. J. Miller
Traffic Dept.
ADDRESS 218 Bridge, St.
Baker, Oregon

INVOICE NO. 3670

YOUR ORDER NO. A-23343

DATE August 28, 1951

SHIPPED FROM Willbridge, Oregon

SHIPPED TO Wallowa, Oregon

PRODUCT	GALLONS	WEIGHT	RATE	AMOUNT
85/100	5507	40600	.57 cwt	231.42

NET — NO DISCOUNT

FREIGHT INVOICE

UNIVERSITY 0674

BLU LINE TRANSPORTATION C INC.

BOX 37
NORTH PORTLAND, OREGON

SOLD TO Oregon State Hiway Commission
c/o H. J. Miller
ADDRESS Traffic Dept.
218 Bridge, St.
Baker, Oregon

INVOICE NO. 3670-A

YOUR ORDER NO. A-23343

DATE August 28, 1951

SHIPPED FROM Willbridge, Oregon **SHIPPED TO** Wallowa, Oregon

PRODUCT	GALLONS	WEIGHT	RATE	AMOUNT
Delay in unloading charge 2½ hours				9.90

NET — NO DISCOUNT

RECEIVED
DEC 21 1951
FOR FILING

3556

December 19, 1951

The Aetna Casualty and Surety Company
308 Yeon Building
Portland 4, Oregon

Gentlemen:

Final payment on Contract No. 3556, awarded to H. J. and H. W. Miller for paving on the Wallowa Section in Wallowa County was mailed to the contractor on December 3, 1951. The total amount of the contract is $14,371.34.

This is in reply to your letter of December 18 concerning this contract and your bond No. 42 S 14013.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.
December 18, 1951

Oregon State Highway Department
Salem, Oregon

ATTN: H. B. Glaisyer, Secretary

Re: Bond 42 S 14013
H. J. Miller and H. W. Miller
Contract No. 3556

Gentlemen:

Under date of November 2, 1951 you advise the final payment in the amount of $750.00 would be released to the contractor on or after November 13, 1951. Will you kindly advise if this has now been accomplished.

Yours very truly,

W. H. Eagleton
Supt. Fidelity & Surety Dept.

By H P Atterbury

hpa:br

BANK AND AGENT
AUTO PLAN

RECEIVED
FOR FIL

388-[illegible]

(CONTRACT NO.) 3556

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 30, 1951

(EST. NO.)		(CONTRACTOR)	
3556	3-final	H.J. & H. W. Miller	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20583	R-28813	$ 750.00	Nov. 28, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Sep. 15, 1951**

Time Extensions: **None**

Completion Date: **Sep. 15, 1951**

Date Accepted: **Oct. 11, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-3-51**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 4 1951
a.a. Wicklander

NOTED ON CARD
12-3-51

RECEIVED
NOV [illegible] 1951
FOR FILING

32

November 2, 1951

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3556 covering paving on the Wallowa City Street (old highway route) Section in Wallowa County was completed by the contractor, H.J. and H.[illegible]. Miller, on September 15 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $750 will be released to the contractor on or after November 13, 1951. The total contract amount is $14,371.34, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Baker Insurance Agency, Inc.
1923 Washington
Baker, Oregon

[illegible]

RECEIVED
OCT 15 1951
FOR FILING

[illegible]

3556

October 15, 1951

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to H.J. and H.W. Miller on contract No. 3556, for paving on the Wallowa Section of Wallowa City Street (old highway route) in Wallowa County.

This payment, in the amount of $6,611.24, will be released to the contractor on or after October 25, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Baker Insurance Agency, Inc.
1923 Washington
Baker, Oregon

MAILED C. Lake

10-15-51

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept.22, 1951

Section City Street Old Highway Route

Kind of work Paving

Highway Wallowa Lake

Section prefix 2-1703

Contractor H.J.Miller & H.W.Miller

Contract number 35[illegible]6

Date of contract July 20, 1951

Date of completion Sept.30, 1951

Date work started Aug. 27, 1951

Estimated date of completion Sept.15, 19

Amount of contract $15,124.00

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $15,124.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $, 800.00 %

Date project was completed Sept.19, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project was completed Sept. 19/1951

RECEIVED
SEP 25 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed M. A. Cannon

Address La Grande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.61				
Miles partially completed	0.61				
Miles completed	0.61				
Total estimated quantities		120 C.Y.		17 Tons	1300 Ton
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. [illegible]

RECEIVED
FOR FILING

[illegible]

2556

August 16, 1951

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3556, which was awarded to you on July 20, 1951 by the State Highway Commission for paving on the Wallowa Section of Wallowa City Street (old highway route) in Wallowa County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 26 1951
FOR FILING

[illegible]

[illegible]

July 25, 1951

Jennie Conklin, City Recorder
City Hall
Wallowa, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Wallowa covering the improvement of the old highway route from the westerly city limits to a point 175 feet easterly from the intersection of the old highway route with Pine Street, a distance of approximately 0.61 mile, in connection with the $250,000 city allotment fund.

Yours very truly

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
FOR FILING

AGENDA
3

Hwy

July 20, 1951

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

The State Highway Commission on Monday of this week, July 16, 1951, accepted your proposal to construct the paving project in the City of Wallowa, Wallowa County, for the sum of $15,124.00, and awarded the contract to you subject to the condition that the City of Wallow would agree to contribute all necessary funds in excess of $15,000.00. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: H. G. Smith
Goldie Lewis
S. H. Paxon
L. R. White, SIAD

[illegible] confirmed

S+C

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
1:00 p. m.

H J. AND H W. MILLER
218 Bridge Street
Baker, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Wallowa city paving project, for which you submitted low bid on July 16. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc:
Confirmation
C. W. Head
Auditor (5001-900)
Files

RECEIVED

FOR FILING

FORM E-30X 25M 11-50 44702

332-[illegible]

3556

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
July 20, 1951

SUBJECT:

To:
Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Reference is made to the Wallowa City Contract No. 3556, which was awarded today.

The Project Authorization for this Contract is $17,014.50, comprised of $15,000.00 of State funds, and $2,014.50 put up by the City of Wallowa. It is Mr. William's instructions that this Project Authorization is not to be exceeded under any consideration, as the Highway Commission has stated that they will only expend $15,000.00 on this project, and the City of Wallowa has also stated that they will not put up additional funds.

Should it appear that this project might over-run, it will be necessary to reduce some of the contract items to stay within the Contract Authorization.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:EAP:sh

cc W. C. Williams

RECEIVED
FOR FILING

23-1703

CITY ATTORNEY

3556

CECIL CHRISMAN
ATTORNEY-AT-LAW
Wallowa, Oregon

July 18, 1951

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

RE: City of Wallowa project

This is to advise that I have consulted with the Mayor and Councilmen of the City of Wallowa and that they have authorized me to advise you that it is agreeable for the State Highway Commission to accept the bid of Mr. Miller of Baker on the asphalt-concrete road construction job recently advertised.

We understand that the total cost of the project may total $17,614.50 of which sum the State Highway Commission agrees to contibute $15,000. and the City of Wallowa the excess of said $15,000 but not to exceed $2,614.50. You already have our check in the sum of $2,000. and we are prepared to forward such additional sum as may be necesary to effectuate this understanding. We understand that 4.5% has been added to the computations for contingencies and that it is possible that the total cost will be less than the amount stated above and, in such event, the City may not be required to forward any additional sum but may, in fact, receive a refund from the funds already advanced.

You may, as already authorized by phone, proceed with the letting of the contract and we trust that the project will be completed within a short time.

Sincerely yours,

Cecil Chrisman

Cecil Chrisman
City Attorney

NOTED
J. W. CATTRALL

J. W. CATTRALL

July 18, 1951

Jennie Conklin
City Recorder
Wallowa, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

On July 16 the State Highway Commission received a satisfactory bid for the improvement of the Old Highway Route in the City of Wallowa. In accordance with the low bid received, the estimate of cost is as follows:

Contract Items	$15,124.00
Engineering ....(8%)	1,209.92
Contingencies ......(4-1/2%).....	680.58
Survey	600.00
TOTAL	$17,614.50

As per the above estimate there is a possibility the cost to the City will be approximately $600 more than the $2,000 already deposited; however, such is not likely to be the case as we have found from past experience that the 4-1/2% contingency item ($680.58) is seldom used on jobs of this type.

Award of the contract has been held pending an expression from the City as to its desires in the matter. If the City wishes us to proceed with the project and award the contract, please indicate as much by letter. No additional deposit will be required at this time. Final adjustment of City and State costs will be made at such time as the work is completed and total costs are available. Your immediate attention to this matter will be appreciated.

A copy of the plans and specifications are enclosed for the City's information and records.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
Harold C. A

By: John W. Cattrall
Engineer, County and City Relations

Encl.

cc: Mr. Cecil Chrisman, City Attorney

RECEIVED
1951
FOR FILING
FORM E-30 35M 8-50 48288

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Herewith a check in the amount of $2,000 drawn on the Enterprise Branch of the First National Bank of Portland. Said check represents the advance deposit made by the City of Wallowa on the city's share of the estimated cost of the proposed $250,000 city allotment project in that city.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

City of Wallowa check for
$2000 to acc Div.
7-3-51

RHP:MM
Encl.

cc: Mr. M. H. Hawke

June 28, 1951

Mr. Cecil Chrisman
City Attorney
Wallowa, Oregon

Dear Sir:

In accordance with recent discussions of a revision in the proposed special city allotment project in the City of Wallowa, we are enclosing two copies of a revised agreement which will supercede the original agreement dated April 13, 1951. This revised agreement covers the old highway route from the west city boundary to a point near 4th Street. The original application and agreement covered the old highway from the junction with the present Wallowa Lake Highway.

A check of our records revealed that the city limits are some 200' westerly from this junction. We could find no record of any extension or revision in the city's boundaries. As the law provides that the special city allotment fund shall be spent on "city streets," we have been forced to prepare the agreement accordingly. As a result, the estimated total cost is $17,000 rather than $18,000 as you were told in the last telephone conversation with this office. The city, of course, will pay everything in excess of $15,000.

If the City of Wallowa wishes to improve the section from the junction of the old highway with the present highway to the city boundary as shown on "Exhibit A" attached to the agreement, it is suggested that they do so by direct negotiation with the contractor after the contract has been awarded. This, of course, would be at the city's expense as the state cost is limited to $15,000.

In order to accept bids on this project at the July 16-17 Commission meeting, it will be necessary for the city to execute this agreement and return both signed copies together with a $2,000 advance deposit prior to June 29.

Very truly yours,

R. H. Baldock
State Highway Engineer

N[illegible]
J. F. [illegible]MANN

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

6-22-51
W.C.W. phoned at 11:50
and OKd. revised proj. as
stated in this letter if City will
make $3,000 deposit & ~~statement~~ [illegible]
~~from city of clearance~~.
[illegible] J.F.H.

Salem, Oregon
June 22, 1951

Mr. W. W. Stiffler
OFFICE

Request for Revision in Wallowa Special City Allotment Project (1951)

The Highway Commission approved a special city allotment project in the City of Wallowa on February 26. This project as applied for and presented to the Commission called for a B-2 bituminous macadam on the old route of the highway from the west city boundary to 4th Street and on 5th Street from the present highway route to the old highway route. The estimated total cost of this project was $16,900 with the city paying all costs in excess of $15,000. A B-2 was specified as at the time of the investigation there were no contractors with paving plants in the vicinity.

The Division office worked this job up and forwarded field data to the Salem office on the basis of 3" of asphaltic concrete on the old route of the highway only. The 5th Street section had been eliminated. Upon contacting the Division office, we were informed that this was in conformance with the city's desires. A revised estimate of the total cost of the project as worked up by the Division office and using $12 per ton for asphaltic concrete resulted in a total of $21,500. This would require a city deposit of $6,500. A letter was forwarded to the city advising them of this and asking if they would be willing to go ahead on this basis. On June 21, the Division office called and informed us that a contractor had lined up several private jobs in the vicinity of Wallowa and a unit cost of $9.50 per ton for the asphaltic concrete could be reasonably anticipated. This would reduce the total estimated cost to $18,000 of which the city would pay all costs in excess of $15,000. The Wallowa City Attorney has been contacted and stated that this would be agreeable to the city.

If at all possible, we would like to get Commission

FILED
J. F. HAGEMANN

approval of the revised project in time to include this project in the July 16-17 bidding. The project as revised would call for the placing of 3" of asphaltic concrete 20' wide on the old highway route from the west city boundary to 4th Street only. The estimated cost would be $15,000, State, and $3,000, City, for a total of $18,000. There would be no change in State costs from the project as originally approved. The field data for the project as revised is on hand in Salem.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

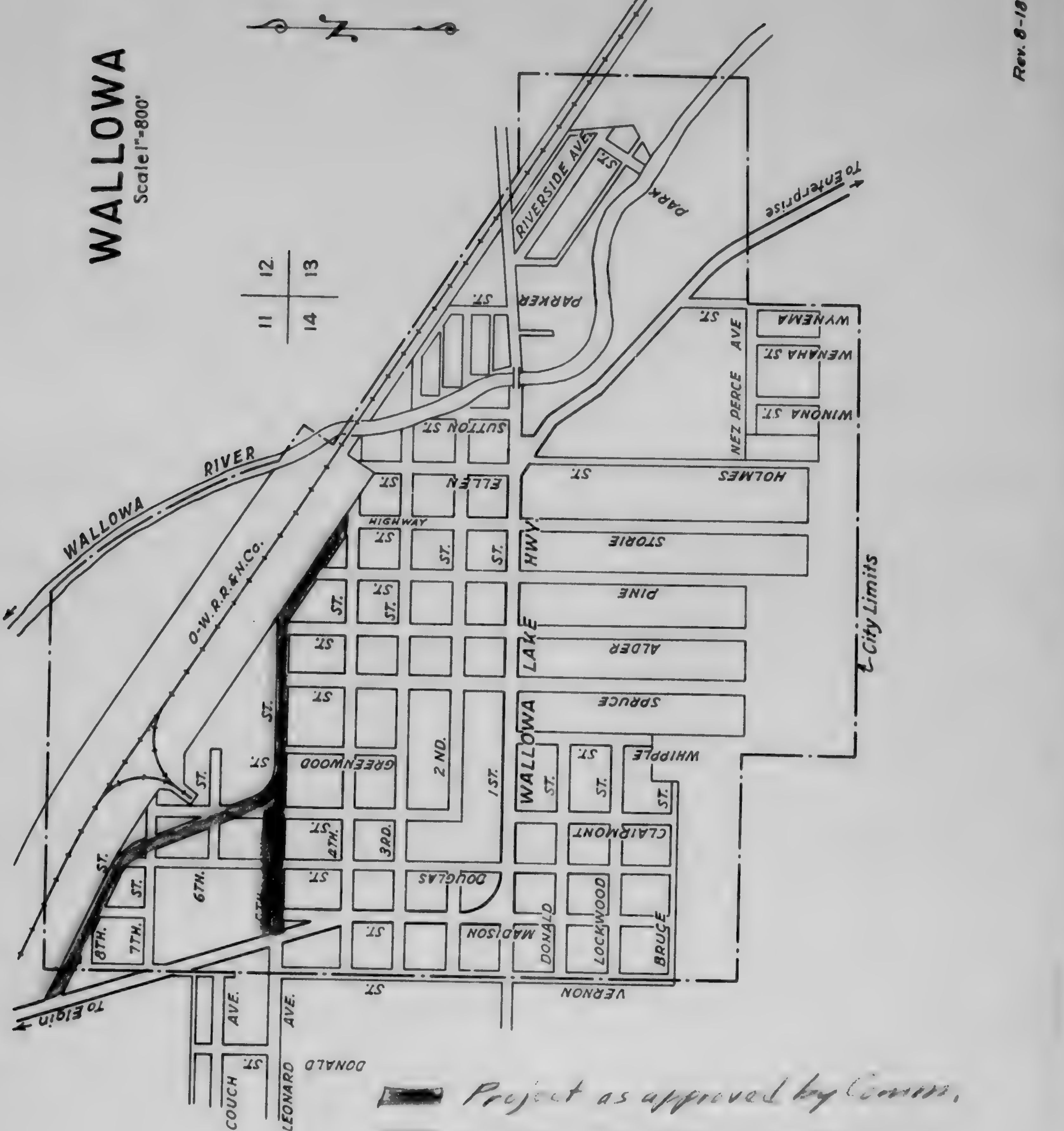
JFH:MM

7.

Rev. 8-18-49

WALLOWA

Scale 1" = 800'



▬ Project as approved by Comm.

▬ Section to be eliminated if revised project approved.

3" Asph. Conc. would be substituted for B-2, Bit Mac, if revised project approved.

NOTED
J. W. CATTRALL

Mission - 6-21-51

Mr. Bickmore called and advised that the city attorney, Mr. Cannon of Weslaco, had called him re. our letter advising the city their sharing cost would be increased due to the new [illegible] [illegible], and was alarmed as the city did not have the extra money, and had understood from the Division that the cost of the job would be approximately $12,500.

Mr. Bickmore stated that the Division has contacted a contractor by the name of Millar who has assured he will bid about $9.00 per ton on A.C. in Weslaco as he has built up quite a few of small jobs, such as service stations, driveways etc. and cannot do these private jobs if the Weslaco City job is not done.

Bickmore and Cannon feel assured the contractor will bid low on the job and say City can and will send us the difference between $13,000 and the final estimate of the job and will be able to pay some more if the job runs a little high.

Bickmore and Cannon request that we take

The above under advisement and call the Chairman of our Division.

H. C. G.

NOTED
J. W. CATTRALL

June 18, 1951

Mr. Cecil Chrisman
City Attorney
Wallowa, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

I wish to thank you for your letter of June 12 regarding the change in the City of Wallowa's 1951 city allotment project.

The City's request, because it changes the limits of the project, will have to be referred to the Highway Commission for approval.

A new agreement will be necessary because of this change which will also change the cost of the project. Please be informed that the revised cost is presently estimated at $21,500. Of this amount, $15,000 will come from the city allotment fund and $6,500 from the City of Wallowa. Since this $6,500 is considerably more than that covered in the original agreement, I will appreciate it if you will take this matter up with the proper city officials and notify me as to whether or not the City is willing and able to pay this amount.

An early answer is advisable in order to expedite this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
Harold C. Ayers

John W. Cattrall
Engineer, County and City Relations

JWC:MM

CECIL CHRISMAN
ATTORNEY-AT-LAW
Wallowa, Oregon

CITY ATTORNEY

NOTED
J. W. CATTRALL

June 12, 1951

State Highway Comm.
Salem, Oregon

Attention: John W. Cattrell ✓

Dear Sirs:

RE: City of Wallowe
Paving contract

Your records will disclose that the City of Wallowa entered a contract with the State Highway Comm. wherein the Comm. agreed to allocate up to $15,000 on the paving of the Old Highway Route thru Wallowa and the City of Wallowa was to pay the excess.

We have been working in very close harmony with the Division Engineer's Office at La Grande on this project and a number of changes have been agreed on. The project has been cut from 0.82 miles to 0.61 miles and the City of Wallowa has prepared the base and replaced all required culverts. The only item to be let under the contract would be a small amount of prepering of the road and the asphalt-concret. We have 1000 yeards of 3/4 minus gravel at the plant site for the contractor at $1.75 per yard.

In view of the changes made, the La Grande Office has suggested that you be so advised and, should a new agreement be necesary between the Comm and the City, that you can so prepare it and forward it for execution.

We have developed the project with the understanding that the project would be brought before the Comm. in the very near future for letting.

Sincerely yours,

Cecil Chrisman

Cecil Chrisman
City Attorney

NOTED
Harold [illegible]

c.c. Division Engineer
La Grande, Oregon

RECEIVED
JUN 15 1951
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 25M 6-50 42266

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

May 28, 1951

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

RECEIVED
MAY 29 1951
OFFICE OF
CONSTRUCTION ENGINEER

Dear Mr. Smith:

We are submitting herewith Special Provisions and Estimate of Cost for the Wallowa City Streets, Old Highway Route Paving Project in the City of Wallowa, Wallowa County.

There is also being forwarded to you location records in connection with this project as follows:

1 Book of Field Notes
1 Profile Tracing
1 100" Scale Detail Map
1 Pad Coordinate Sheets

The City of Wallowa has completed the grading and placing of crushed rock surfacing on this project. They have on hand in stockpile adjacent to the northerly side of the project at Station 6+00, sufficient crushed materials of the proper sizes to be used as aggregates in the construction of the Bituminous Binder Course, Asphaltic Concrete and the Asphalt Emulsified Seal. This material will be made available to the contractor at a price of $1.75 per cubic yard.

Very truly yours,

E. G. Bickmore

E. G. BICKMORE
Assistant Division Engineer

EGB:gb
Enclosures

Copy to Oneil

RECEIVED
JUN 1 1951
ENGINEER
COUNTY & CITY RELATIONS

SPECIAL PROVISIONS,

By E. G. Bickmore, Asst. Division Engineer

Wallowa County
Wallowa City Streets (old highway route) section
Paving Project

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon,

DESCRIPTION OF WORK

The work to be done under the contract consists of the construction of .61 mile of asphaltic concrete pavement and binder course, involving approximately [illegible] tons of asphaltic concrete and 19 tons of bituminous binder material on the old highway route through the City of Wallowa in Wallowa County.

The west end of the project is at station 0+00, which station is at the intersection of the old highway route with the present Wallowa Lake Highway at Mile Point [illegible]. The east end of the project is at station [illegible]+10.52, which station is 175 feet easterly from the intersection of the old highway route with Pine street in the City of Wallowa. The total length of the project is .61 mile.

STATUS OF PROJECT

The project to which this contract applies is a "City Project". It is to be financed by the State without aid from the Federal Government.

CONTROL OF WORK AND RESPONSIBILITY FOR PAYMENT

The work to be performed under the contract is work on a City Street in the City of Wallowa. The State of Oregon, by and through its State Highway Commission is contracting the work and will supervise and make payment for the same in accordance with an agreement entered into between the State and the City of Wallowa. Control of the work and responsibility for payment to the contractor rests entirely with the State Highway Commission.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than [illegible], 1951.

BITUMINOUS BINDER COURSE

Work To Be Done:

Under this specification the contractor shall construct a binder course of bituminous cement and 3/4" - 0" crushed material on the new rock base which is to be occupied by the asphaltic concrete pavement, except that on road connections, street connections, and driveways the binder course will be omitted if so directed by the engineer.

Standard Specifications to Apply:

The applying of the bituminous binder course shall be performed and paid for in accordance with the standard specification for "Oil Mat Wearing Surface", as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Bituminous Cement:

The bituminous cement to be used in the binder course shall be RC-2 Rapid Curing Cutback Asphalt.

RC-2 Rapid Curing Cutback Asphalt used in the binder course shall conform with the requirements for that grade of asphalt as given in the Standard Specifications for Cutback Asphalt (Rapid Curing Type), current A.A.S.H.O. Designation .

Aggregates:

The cover material or aggregates to be used in the binder course shall be crushed rock or crushed gravel of the same size (3/4" - 0"), kind and quality as hereinafter specified for crushed material to be used in the construction of the asphaltic concrete.

Aggregates to be Obtained From State-controlled Stockpiles:

Aggregates for use in the construction of the binder course are to be obtained from state-controlled stockpiles located adjacent to the northerly side of the project opposite station 6+00. The stockpiles are City-owned and the materials therein will be made available to the contractor through negotiation with the City of Wallowa.

Width of Application:

The width to which the binder course is to be applied shall not be less than the width of the pavement to be constructed upon it, nor shall it exceed such width by more than 2 feet (1 foot on each side).

Preparation of Base:

The base [illegible] specified in the proposed speci-fication, [illegible] the base materials [illegible] and finally [illegible], [illegible] windrowing and [illegible] work [illegible].

Method of Application:

When the base has been prepared as herein specified, RC-2 cutback asphalt shall be applied at [illegible] gallon and .50 gallon per square yard [illegible]. [illegible] 3/4" [illegible] .0 [illegible] cubic yard [illegible] per square yard [illegible] dry [illegible].

The [illegible] 3/4" [illegible], and, [illegible], additional crushed aggregate [illegible] coverage and smooth surface. The [illegible] shall be rolled until thoroughly [illegible], after which it [illegible] allowed [illegible] for a period of [illegible] days, [illegible].

Measurement and Payment:

The [illegible] of the bitu-minous [illegible] as follows:

1. Preparation of Base
2. 3/4" [illegible] Material in Place [illegible]
3. Furnishing and Placing RC-2 Asphalt [illegible] Prime Coat
4. [illegible]

[illegible] in accordance with the foregoing specifi-cations, [illegible] or that [illegible].

[illegible] item. The pay length [illegible].

[illegible]

[illegible] basis, [illegible], [illegible].

ASPHALTIC CONCRETE PAVEMENT

Work To Be Done:

Under this specification the contractor shall construct the asphaltic concrete pavement on the main street roadbed throughout the length of the project as called for by the plans and on such approach roads and street connections within the limits of the project as the engineer may designate.

Standard Specifications to Apply:

The asphaltic concrete shall be furnished, placed and paid for in accordance with the standard specification for "Asphaltic Concrete Pavement", as given in Section 30 of the standard specification form, except as that specification is supplemented and qualified by the provisions which follow.

Additional Provisions to Apply:

The additional provisions hereinafter set forth for "Asphaltic Concrete Pavement" under the insert titled "Additional Provisions for Asphaltic Concrete Pavement and Emulsified Asphalt Seal Coat" shall be understood to apply to the work to be done under this specification the same as though those additional provisions were repeated herein.

Lines, Grades and Cross-sections:

The lines and grades to which the asphaltic concrete is to be constructed are to be as called for by the plans or as ordered by the engineer. The cross-sections to which the asphaltic concrete is to be constructed shall be as indicated by the typical cross-section plans.

Paving of Side Streets:

On connections to public roads and city streets, the asphaltic concrete, in general, shall extend to the highway right of way line and shall have a width not less than 18 feet.

The thickness to which this paving work is performed shall be not less than 2 or more than 3½ inches.

The exact lengths, widths and thicknesses of paving work under this provision shall be as designated by the engineer.

Classes of Asphaltic Concrete To Be Used:

In general, the class of asphaltic concrete to be used in the pavement shall be as follows:

Name of Course	Class of Asphaltic Concrete
Base	"B"
Wearing Surface	"B"

Source of Aggregates:

Aggregates for use in the construction of the asphaltic concrete are obtainable from the same source and under the same conditions as hereinbefore specified under the heading "Bituminous Binder Course" and subheading "Aggregates to be Obtained from State-controlled Stockpiles".

Proportioning of Aggregates Prior to Heating:

The contractor shall provide and use in his plant setup and plant operations some suitable device or means which will provide positive control over the rate of delivery of the aggregates to the heater or drier and which control will insure the uniform delivery of the aggregates to the heater or drier in quantities and proportions closely approximately the quantities and proportions of aggregates required in the asphaltic concrete mixture.

Percentage of Asphaltic Cement To Be Used in Mix:

The percentage by weight of the asphaltic cement included in the weight of the complete asphaltic concrete mixture will be between 5% and 7%, instead of between 5% and 8% as stated in Article 30-8 of the standard specification.

Preparation of Base:

The base upon which the asphaltic concrete mixture is to be placed consists of new rock base material on which the bituminous binder course has been applied.

The base upon which the asphaltic concrete mixture is to be placed shall be prepared as specified in Article 30-9 of the standard specification.

Control of Grade and Line For Base Course:

In order to provide means of controlling the grade, cross-section and lines to which the base course and/or leveling course of the asphaltic concrete pavement is constructed, the contractor shall provide a string, wire or other satisfactory guide along one side of each strip of the base course of pavement which shall be accurately established and maintained by the contractor to the lines and grades set by the engineer.

Machine To Be Equipped with Guides:

The machine to be used in spreading and finishing the base and/or leveling course of the pavement shall be provided with a marker arm or guide along each side thereof which shall be used in conjunction with the above specified guide lines to insure the spreading and finishing of the asphaltic concrete to specified line, cross-section and grade.

Side Forms May Not Be Required:

The use of side forms will not be required, provided that the methods and equipment used in the work produce a pavement laid to neat straight lines, proper thickness and specified crown, top width and grade.

If the equipment and methods used in the work do not produce results satisfactory, in the above respects, to the engineer, then, and in that event, side forms for grade control and for the retention of the asphaltic concrete mixture will be required on the main highway roadbed. If required, the side forms shall be furnished and placed as called for in the standard specification, excepting that those portions of the standard specification which have to do with the forms being required to support the finishing machine will be waived if the type of machine used does not ride upon the forms.

Trimming of Edges:

Where new asphaltic concrete is to be placed against existing pavement, the edges of the existing pavement shall be trimmed as necessary to remove ragged, broken or badly misshapen portions of the pavement and to provide a satisfactory face against which to construct the new pavement.

Number and Thickness of Spreads:

The wearing surface course and the base course shall each be constructed in one spread and to the respective compacted thicknesses called for by the typical cross-section plans.

Machine Spreading and Finishing Required:

Each course of the asphaltic concrete pavement shall be spread and finished by machine methods in accordance with the provisions given in Article 30-17 of the standard specification, except that the requirement therein which fixes a 10-foot minimum on the length of the wheel base support for the screed or strike-off assembly will not be enforced.

On areas of irregular shape or limited area where the machine methods of construction are not practicable, the asphaltic concrete wearing surface course shall be spread and finished by hand methods approved by the engineer.

Compaction by Tamping:

Where the position in which the asphaltic concrete is to be placed is such that it cannot be compacted by the rolling methods specified, the compacting shall be accomplished by tamping, the tamping to continue until the degree of compaction called for by the specifications is attained.

Measurement and Payment:

The basis of measurement and payment for the construction of the asphaltic concrete pavement shall be as stated in the standard specification, except as follows:

(a) The pay item will be "Class 'B' Asphaltic Concrete".

(b) The pay tonnages of the asphaltic concrete shall be determined by weighing the asphaltic concrete mixture on certified and accurate platform weigh scales furnished by the contractor.

EMULSIFIED ASPHALT SEAL COAT

Work To Be Done:

Under this specification, the contractor shall apply a seal coat of emulsified asphalt and rock or gravel aggregate on the surface of the new asphaltic concrete pavement on the main street roadbed and on such connecting roads as are designated by the engineer.

Additional Provisions to Apply:

The additional provisions hereinafter set forth for "Emulsified Asphalt Seal Coat" under the insert titled "Additional Provisions for Asphaltic Concrete Pavement and Emulsified Asphalt Seal Coat" shall be understood to apply to the work to be done under this specification the same as though those provisions were repeated herein.

Source of Aggregates:

Aggregates for use in the construction of the emulsified asphalt seal coat are obtainable from the same source and under the same conditions as hereinbefore specified under the heading "Bituminous Binder Course" and subheading "Aggregates to be Obtained from State-controlled stockpiles".

Protection of Structures:

During the spreading of the emulsified asphalt, the contractor shall, by the use of tar paper, building paper or other suitable means, protect all adjacent curbs and other stuructures from discoloration due to the splashing of the emulsified asphalt. Any such discoloration that occurs shall be removed by the contractor at his own expense.

Measurement and Payment:

The basis of measurement and payment for the construction of the seal coat shall be as stated in the standard specification, except as follows:

(a) The pay items will be:

1. RS-1 Emulsified Asphalt in Seal Coat
2. Aggregate in Seal Coat

(b) No separate or additional payment will be made for the preparation of the base, for the maintaining of the surface or for disposing of excess aggregate, it being understood that the cost thereof is covered and included in some one or ones of the above-listed bid items.

(c) The pay quantities of Item 2 of the above will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface, with all corners completely filled.

ADDITIONAL PROVISIONS FOR ASPHALTIC CONCRETE PAVEMENT AND EMULSIFIED ASPHALT SEAL COAT

Asphaltic Concrete Pavement

Fine Mix for Feathering:

When so ordered by the engineer, the contractor shall furnish a "$\frac{1}{4}$-inch - minus" mix of asphaltic concrete for use in feathering the pavement at intersections, connections with existing pavements, etc. This special mix shall be as ordered by the engineer and will be paid for on the same basis as and at the price bid per ton for "Class 'B' Asphaltic Concrete".

Asphaltic Cement:

The asphaltic cement to be used in the asphaltic concrete shall be paving asphalt of 85-100 penetration conforming with the Standard Specifications for Asphalt Cement, current A.A.S.H.O. Designation M-20, except that the flash point as determined by the Standard Method of Test For Fash and Fire Points by Means of Open Cup, current A.A.S.H.O. Designation T-48, shall be not less than 400 degrees Fahrenheit.

Modified Coarse Aggregate Requirements:

Coarse aggregate shall conform with the requirements given in Article 30-5 of the standard specification, except as follows:

1. If the 3/4" - $\frac{1}{4}$" size of coarse aggregate is to be gravel it shall be well-graded, clean gravel, and shall contain not less than 60 per cent by weight of particles with at least one fractured face.

2. When the coarse aggregate, or the rock or gravel from which it is manufactured, is subjected to the Standard Method of Test for Abrasion of Coarse Aggregate by Use of the Los Angeles Machine, current A.A.S.H.O. Designation T-96, it shall show a percentage of wear not exceeding 25.

Volumetric Proportioning and Continuous Mixing Permitted:

Proportioning of materials by weighing, and the mixing of materials in separate batches, as called for by the standard specifications, will not be required, and volumetric proportioning with continuous mixing will be permitted, provided the proportioning and mixing plant used meets the following requirements and provided the resultant asphaltic concrete mixture, when tested by the engineer, is found to conform at all times with all specified requirements:

1. The plant shall be the product of a recognised manufacturer of asphaltic concrete mixing plants and shall be of a design that has demonstrated, in actural service, its ability to produce asphaltic concrete conforming in all respects with specified requirements.

2. The plant shall include equipment for convenient and accurate calibration of aggregate feed orifices by means of weight test samples; this equipment to include test boxes and scales suitable for the handling of test samples weighting up to 800 pounds.

3. Satisfactory means shall be provided to afford a positive interlocking control between the feed of aggregates from the bins and the flow of bitumen from the meter or other proportioning source, which control can be locked to prevent variation except as ordered by the engineer.

4. The mixer shall be of an approved twin pugmill type of a size and design which will meet specified requirements as to mixing time and thoroughness of mixing. The output of the pugmill in pounds per second shall not be greater than the dead capacity of the pugmill, in pounds, divided by the specified minimum mixing time in seconds.

The provisions above stated shall not be construed as a waiver of any requirements of the specifications that can possibly be met by a properly designed and constructed continuous-mixing, volumetric-proportioning type of plant.

Tolerance Limits Applicable In Proportioning of Materials:

The engineer's determination of the exact proportions in which the several constituents of the asphaltic concrete are to be mixed, which determination is mentioned in Article 30-8, will herein be referred to as the "job mix".

The job mix may be changed by the engineer from time to time with the view of obtaining the best product possible from the materials being accepted for the work. The proportions of the several constituents of the asphaltic concrete being produced shall conform with the job mix within tolerance limits as follows:

Aggregate Size	Tolerance (Plus or minus, in per cent of Total mix)
1½" to 3/4"	3.0
3/4" to ¼"	4.0
½" to ¼"	4.0
¼" to 10 mesh	3.0
10 mesh to 200 mesh	3.0
Passing 200 mesh	1.0
Asphaltic cement	0.5

The proportions of the several sizes of aggregates passing the 10 mesh sieve shall conform with the job mix within tolerance limits as follows:

Aggregate Size	Tolerance (Plus or minus, in per cent of aggregate passing 10 mesh sieve)
10 mesh to 40 mesh	7
40 mesh to 80 mesh	5
80 mesh to 200 mesh	5
Passing 200 mesh	4

Contractor to Provide Weigh Scales:

The asphaltic concrete mixture is to be weighed on platform weigh scales which shall be provided by the contractor and used in accordance with the provisions given in Article 8-3 (on page 22) of the standard specification. The scales shall be tested and certified by the State Sealer of Weights and Measures:

Maximum Temperature of Heated Aggregates:

The maximum temperature to which the aggregates are to be heated before mixing shall be 325 degrees Fahrenheit, instead of 350 degrees Fahrenheit as given in Table No. 5 on page 80 of the standard specification form.

Temperature Limits of Mix on Road:

The temperature at which the asphaltic concrete is deposited on the road shall range between 250 and 300 degrees Fahrenheit as ordered by the engineer, instead of between 230 and 300 degrees Fahrenheit as given in Table No. 3 on page 80 of the standard specification form.

Emulsified Asphalt Seal Coat

When specified in the foregoing mimeographed Special Provisions, the contractor shall apply a seal coat of emulsified asphalt and rock or gravel aggregate on the surface of the new asphaltic concrete pavement on the main highway roadbed and on such connecting roads and approach roads as are designated by the engineer.

Standard Specification to Apply:

The construction of the seal coat shall be performed in accordance with the standard specification for "Oil Mat Wearing Surface" as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Width of Treatment:

The width of the seal coat shall be the same as the width of the asphaltic concrete pavement on which it is to be placed.

In general, the work shall be performed in separate strips of such width, and in such manner, that traffic will be permitted to flow freely alongside the section on which the seal coat is being applied.

Emulsified Asphalt:

Emulsified asphalt used in the work shall conform with the requirements for RS-1 quick-setting emulsified asphalt as given for that type in the Standard Specifications for Emulsified Asphalt, Current A.A.S.H.O. Designation M140.

Kind, Quality and Size of Aggregates:

The aggregates to be furnished under this specification shall be furnished by the contractor and shall be clean rock or clean gravel which shall conform to the requirements set forth in the standard specification form, except as those requirements are supplemented and modified by the provisions which follow.

1. The aggregates may be either crushed or uncrushed material which, when subjected to the standard Method of Test for Abrasion of Coarse Aggregate by Use of the Los Angeles Machine, current A.A.S.H.O. Designation T-96, shall show a percentage of wear not exceeding 25.

2. The materials to be used in the construction of the seal coat shall meet the following plasticity index requirements:

a. That part of the material which passes the No. 40 sieve, U. S. series (#40 - 0 size) shall be separated from the whole and its percentage of the whole, by weight, shall be determined.

b. That part of the material which passes the No. 40 sieve shall be subjected to the Standard Method of Calculating the Plasticity Index of Soils, current A.A.S.H.O. Designation T-91, and its plasticity index shall be determined.

When tested as above provided, the material to be furnished under the specification shall conform with the following requirements:

Percentage of #40 - 0 size in Material To Be Furnished	Maximum Plasticity Index
0.1 to 3.0, inclusive	20
3.1 to 4.0, inclusive	15
4.1 to 5.0, inclusive	12
5.1 to 10.1, inclusive	6
10.1 to 15.0, inclusive	4
15.1 to 20.0, inclusive	3
20.1 to 25.0, inclusive	2
Over 25	0

3. The size of aggregates shall be ¼" - #10. The aggregates shall be uniformly graded between the designated maximum and minimum sizes.

4. ¼" - #10 asphaltic concrete paving aggregates conforming with the requirements therefore as herein elsewhere set forth under the specification for "Asphaltic Concrete Pavement" will be acceptable for use.

Preparation of Base:

Immediately prior to placing the emulsified asphalt, the existing pavement surface shall be made free and clean of dirt, dust, clay or other objectionable matter by brooming or by other suitable means.

Details of Application:

After the pavement surface has been prepared as above specified, emulsified asphalt shall be uniformly applied at the rate of from 0.15 gallon to 0.25 gallon per square yard. The spread of asphalt shall be followed immediately with a spread of ¼" - #10 aggregate uniformly applied at a rate of from 0.003 to 0.007 cubic yard per square yard. The actual rates of application shall be as ordered by the engineer.

The aggregate shall be uniformly spread by means of a wire broom mounted on a blade grader, or by other suitable means that will bring about the desired result, after which it shall be thoroughly rolled.

2. The materials to be used in the construction of the seal coat shall meet the following plasticity index requirements:

a. That part of the material which passes the No. 40 sieve, U. S. series (#40 - 0 size) shall be separated from the whole and its percentage of the whole, by weight, shall be determined.

b. That part of the material which passes the No. 40 sieve shall be subjected to the Standard Method of Calculating the Plasticity Index of Soils, current A.A.S.H.O. Designation T-91, and its plasticity index shall be determined.

When tested as above provided, the material to be furnished under the specification shall conform with the following requirements:

Percentage of #40 - 0 size in Material To Be Furnished	Maximum Plasticity Index
0.1 to 3.0, inclusive	20
3.1 to 4.0, inclusive	15
4.1 to 5.0, inclusive	12
5.1 to 10.1, inclusive	6
10.1 to 15.0, inclusive	4
15.1 to 20.0, inclusive	3
20.1 to 25.0, inclusive	2
Over 25	0

3. The size of aggregates shall be ¼" - #10. The aggregates shall be uniformly graded between the designated maximum and minimum sizes.

4. ¼" - #10 asphaltic concrete paving aggregates conforming with the requirements therefore as herein elsewhere set forth under the specification for "Asphaltic Concrete Pavement" will be acceptable for use.

Preparation of Base:

Immediately prior to placing the emulsified asphalt, the existing pavement surface shall be made free and clean of dirt, dust, clay or other objectionable matter by brooming or by other suitable means.

Details of Application:

After the pavement surface has been prepared as above specified, emulsified asphalt shall be uniformly applied at the rate of from 0.15 gallon to 0.25 gallon per square yard. The spread of asphalt shall be followed immediately with a spread of ¼" - #10 aggregate uniformly applied at a rate of from 0.003 to 0.007 cubic yard per square yard. The actual rates of application shall be as ordered by the engineer.

The aggregate shall be uniformly spread by means of a wire broom mounted on a blade grader, or by other suitable means that will bring about the desired result, after which it shall be thoroughly rolled.

Maintenance of Cover Material:

At such time after the spreading and rolling of the aggregate cover material as the engineer may designate, the contractor shall re-spread uniformly over the pavement surface such excess aggregate as comes to the sides of the pavement or forms thereon; and shall repeat this respreading operation once again, if so ordered by the engineer, after such interval of time as the engineer may designate.

Prior to acceptance of the work, the contractor shall remove all excess aggregate from the pavement surface, either by picking it up and disposing of it in a manner not unsatisfactory to the engineer, or where rock shoulders adjoin the pavement, by sweeping it onto the adjoining rock shoulder areas.

Wallowa County
Wallowa City Streets (old highway route) section
Paving Project

ESTIMATE OF COST: By E. G. BICKMORE
Assistant Division Engineer

Item	Quantity	Unit Cost	TOTAL	
Preparation of Base		0.65	$ 300.00	
Sprinkling	45 M Gals.	$ 3.00	$ 135.00	
RC-2 Cutback Asphalt in Binder Course	10 Tons	60.00	600.00	
3/4" - 0" Material in Binder Course	90 cu. yds.	5.00	450.00	
Class "B" Asphaltic Concrete	1400 Tons	12.00 ~~9.50~~	~~13,300.00~~	16,800.00
RS-1 Emulsified Asphalt in Seal	9 Tons	60.00	540.00	
¼" - 0" Aggregate in Seal	43 cu. yds.	5.00	215.00	
	Total Cont. Items		$15,540.00	19,040.00
	+ 12½% Cont. & Engr.		1,942.50	2,380.00
	TOTAL		$17,482.50	21,420.00

Wallowa County
Wallowa City Streets [illegible] Section
Paving Project

ESTIMATE OF COST: By [illegible]
Assistant Division Engineer

Item	Quantity	Unit Cost	TOTAL
Preparation of Base			$ [illegible]
Sprinkling	45 M. Gals.	$ [illegible]	$ [illegible]
RC-2 Cutback Asphalt in Binder Course	[illegible] Tons	[illegible]	[illegible]
[illegible]/4" - [illegible]" Material in Binder Course	[illegible] Cu. Yds.	[illegible]	[illegible]
Class "B" Asphaltic Concrete	[illegible] Tons	[illegible]	13,[illegible]
RS-1 Emulsified Asphalt in Seal	[illegible] Tons	[illegible]	[illegible]40.00
[illegible]" - 0" Aggregate in Seal	[illegible] Cu. Yds.	[illegible]	[illegible]
	Total Cont. Items		$[illegible]
	+ 10% Cont. & Engr.		[illegible]
	TOTAL		$[illegible]
	Survey [illegible]		500.00
			17,982.50
			Use 18,000

RECEIVED
APR [illegible] 1951
FOR FILING
FORM E-30X 25M 8-50 42289

Lin & Pct.
Allocations
To Cities

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1951

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer

Mr. E. F. Chidsey
Division Engineer

Attached hereto is an unexecuted copy of an agreement covering the $250,000 special city allotment project in the City of Wallowa.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Wallowa	1
County & City Relations	1
Division No. 5	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

RECEIVED

FOR FILING

April 19, 1951

Jennie Conklin, City Recorder
City Hall
Wallowa, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Wallowa covering the improvement of route of Old Highway from Fourth Street to Wallowa Lake Highway; Fifth Street from Old Highway to Wallowa Lake Highway, a total distance of approximately 0.82 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

NOTED
J. W. CATTRALL

March 8th, 1951

Jennie Conklin
City Recorder
Wallowa, Oregon

Dear Sir:

The State Highway Commission at its February 26 - 27 meeting approved a project in the City of Wallowa to be constructed from the 1951 $250,000 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. This project consists of placing leveling course and bituminous macadam wearing surface on the Old Highway Route from Fourth Street to Wallowa Lake Highway and on Fifth Street from the Old Highway Route to Wallowa Lake Highway and is presently estimated to cost $16,900.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

WALLOWA

PRELIMINARY ESTIMATE

10/31/50

Old Highway route from intersection of 4th Street to junction with new Wallowa Lake Highway; Fifth Street from intersection with old highway to new highway, a combined distance of approximately 0.82 mile.

Place leveling course and B-2 bituminous macadam wearing surface 20' in width.

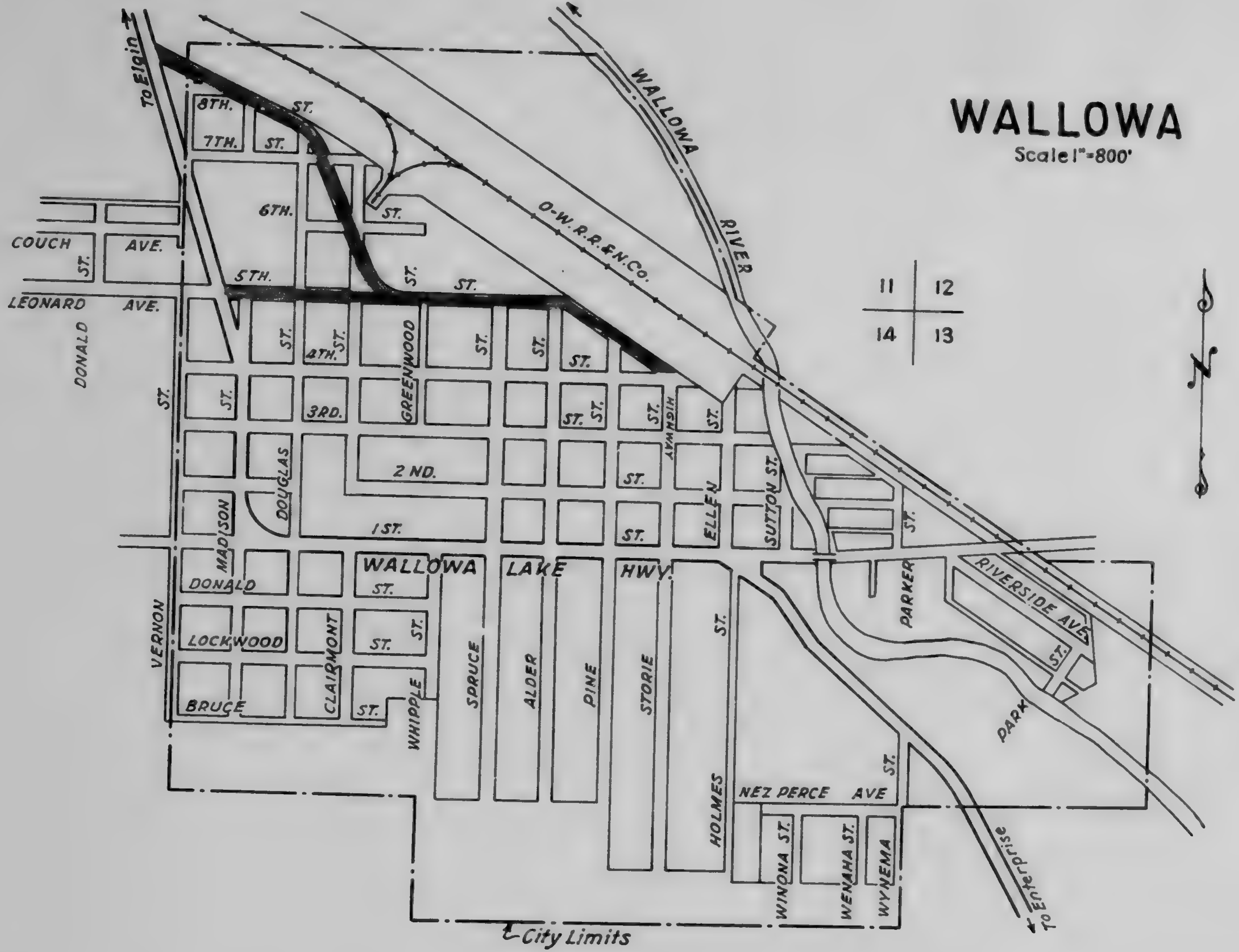
Item	Quantity		Unit Price	Total
Preparation of grade	0.82	mile	$ 750.00	$ 615.00
3/4"-0 in leveling course	700	c.y.	5.00	3,500.00
RC-3 in prime coat	18	tons	60.00	1,080.00
Furnish & place aggregate	850	c.y.	6.00	5,100.00
Furnish & place 151-200	70	tons	60.00	4,200.00

Preliminary Estimate of Construction	$14,495.00
12-1/2% Engineering & Contingencies	1,812.00
Preliminary Engineering	600.00
	$16,907.00

Total Estimate $16,900

WALLOWA

Scale 1"=800'



Rev. 8-18-49

7.

CECIL CHRISMAN
ATTORNEY-AT-LAW
Wallowa, Oregon

CITY ATTORNEY

October 26, 1950

NOTED
J. W. CATTRALL

Harold C. Ayers, Field Engineer
County & City Relations, Oregon State Highway Comm.
P. O. Box 30
Salem, Oregon

Dear Mr. Ayers:

After conferring with you relative to the project on the old highway route in Wallowa, Oregon, I discussed the proposal with the City Council of Wallowa, Oregon, and the City Council adopted a resolution authorizing me to enter such contracts as may be provided wherein the City of Wallowa would pay the excess of $15,000 on the construction of the proposed project.

From the information submitted by you it would appear that the project will cost not to exceed $16,850. and, in such event, the City of Wallowa would pay not to exceed $1,850.

You may proceed with the preparation of the necessary documents to effectuate this understanding.

I wish to express the appreciation of the City Council for the fine manner in which you have accepted this project. We feel that this indeed is a needed improvement and are very grateful for your consideration.

Respectfully yours,

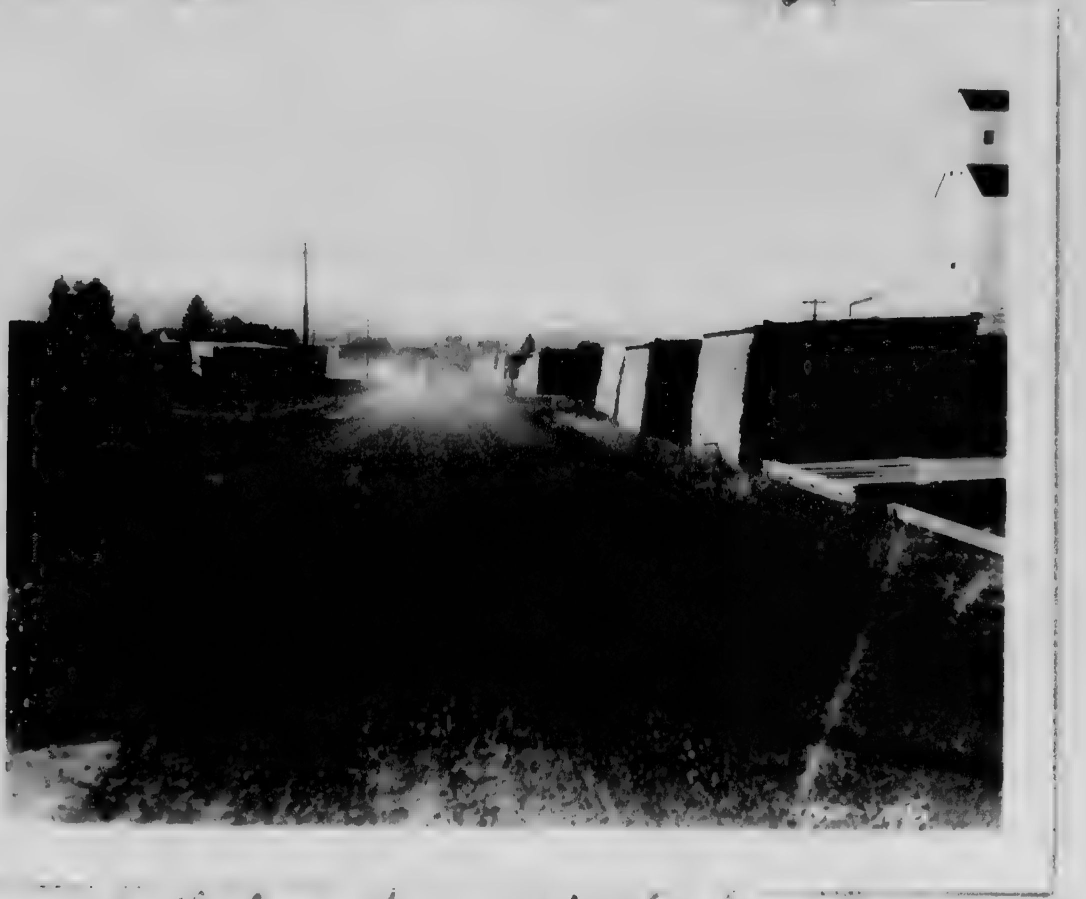
F. C. Zielke

F. C. Zielke, Mayor

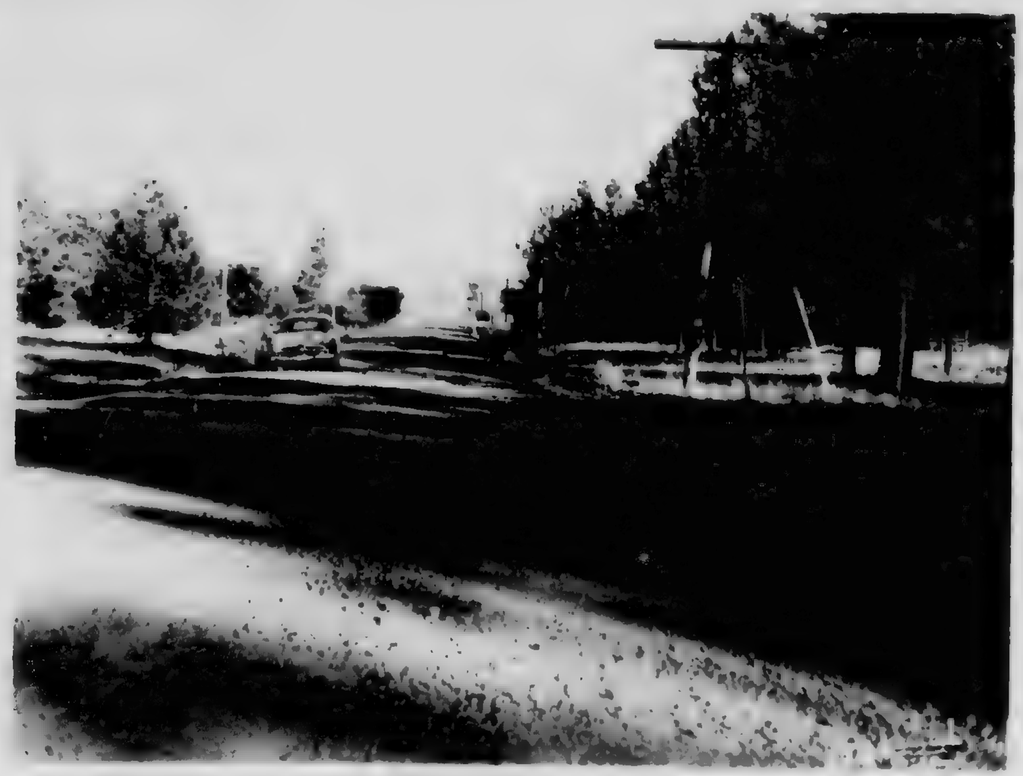
mw

RECEIVED
OCT 30 1950
ENGINEER
COUNTY & CITY RELATIONS

Wallowa



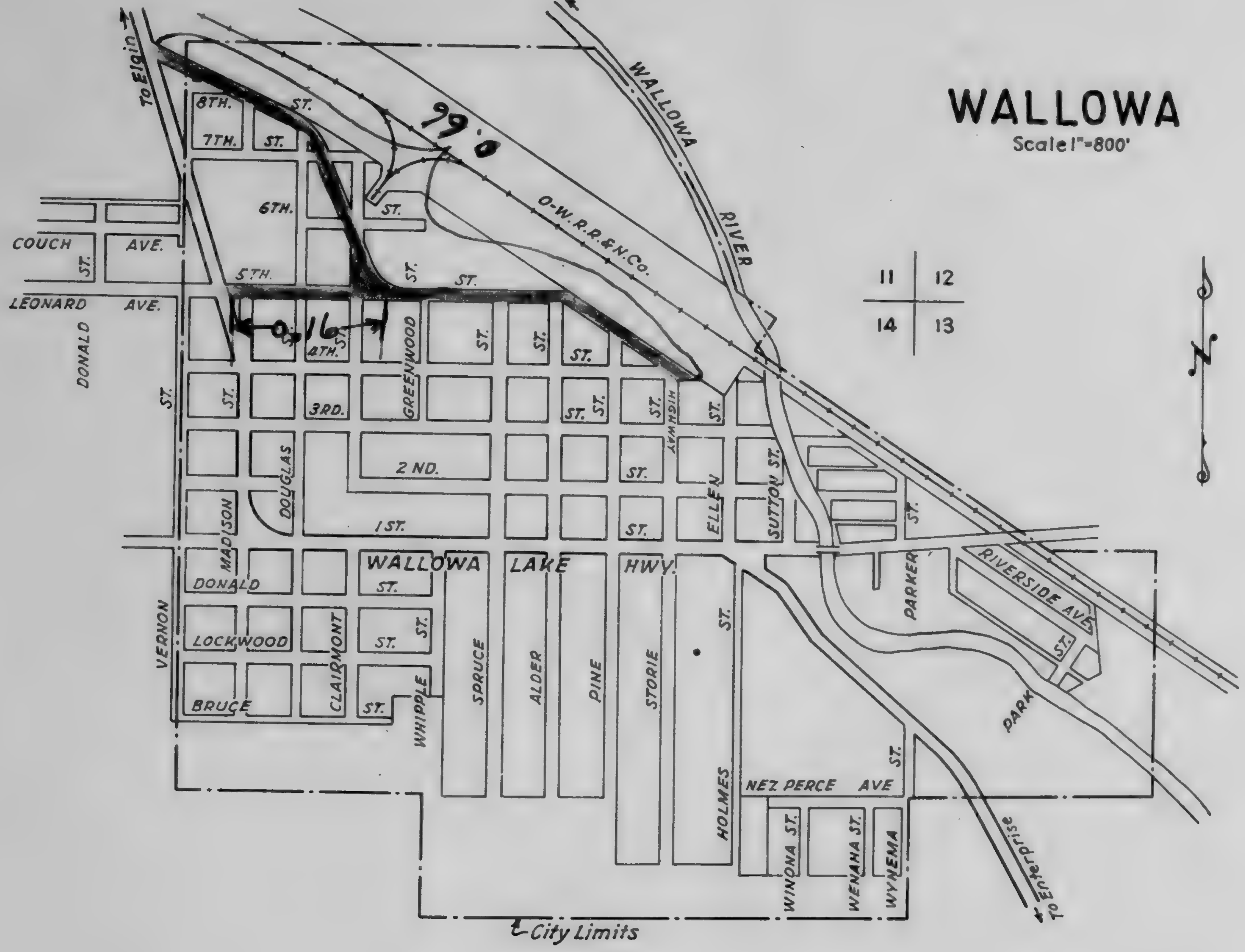
Old Highway from 4th looking East
9-27-50



Old Highway from junction with new
Wallowa Lake Highway
9-27-50

WALLOWA

Scale 1" = 800'



Rev. 8-18-49

7.

Form cc-50
Special City Allotment

8-1-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Wallowa is an incorporated city of the State of Oregon, and has a population of 1,049, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, the old highway route from it's west entrance to the city of Wallowa to Stories Street and Fifth Street from the La Grande-Wallowa Lake State Highway, to it's intersection with the Old Highway Route.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, The Old Highway Route from it's west entrance to the city of Wallowa to Stories Street and Fifth Street from the La Grande-Wallowa Lake State Highway, to it's intersection with the old highway Route.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Wallowa does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Cecil Chrisman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of August, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

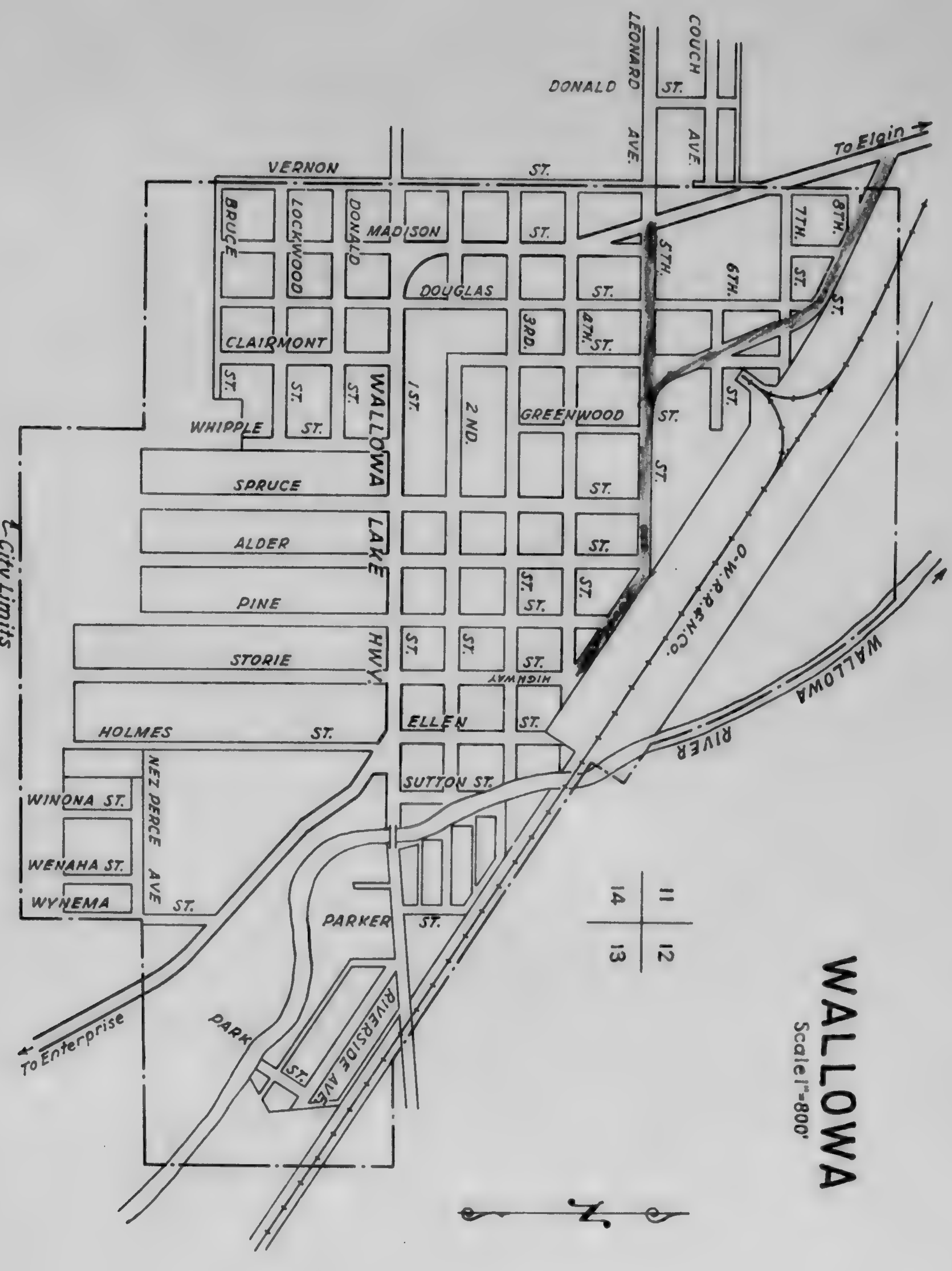
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Wallowa at a regular or special meeting of said council, held on the 1st day of August, 19 50, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of August, 19 50.

Jennie Conklin

Jennie Conklin
City Recorder


WALLOWA
Scale 1"=800'
LEONARD AVE.
COUCH AVE.
DONALD ST.
To Elgin
VERNON ST.
BRUCE
LOCKWOOD
DONALD
MADISON ST.
DOUGLAS ST.
CLAIRMONT ST.
WHIPPLE ST.
ST.
ST.
WALLOWA LAKE HWY.
1ST.
2ND.
3RD.
4TH. ST.
5TH. ST.
6TH.
7TH. ST.
8TH. ST.
GREENWOOD ST.
ST.
SPRUCE
ST.
ALDER
ST.
PINE
ST.
ST.
ST.
STORIE
ST.
ST.
ST.
HIGHWAY
HOLMES ST.
ELLEN ST.
SUTTON ST.
O-W.R.R.&N.Co.
WALLOWA RIVER
City Limits
WINONA ST.
WENAHA ST.
WYNEMA ST.
NEZ PERCE AVE
PARKER ST.
PARK ST.
RIVERSIDE AVE.
To Enterprise
11
14
12
13
N

Rev. 8-18-49

?.

323-170, Ontario (E. First St. South) 1951
Paving Project in Ontario

#3557

RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3557	3 Final	Bahler & Rogers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11658	B44352	$ 500.00	July 9, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. S. Herr
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: May 27, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
J. S. Herr

POSTED ON CARD

RECEIVED

FOR FILING

June 23, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3557 for paving on the Ontario (E. 1st Street S.) Section in Malheur County was completed by the contractor, Babler & Rogers, on May 27, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance of this contract by the Commission. The total contract amount is $14,003.50, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 2, Oregon

NOTED ON CARD

6-23-52

RECEIVED
JU [illegible] 52
FOR FILING

June 12, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler & Rogers on contract No. 3557, covering paving on the Ontario (East 1st Street S.) Section in Malheur County.

This payment, in the amount of $12,321.80 will be released to the contractor on or after June 23, 1952. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 2, Oregon

NOTED ON CARD
6-12-52, gl

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 31, 1952

Section Ontario(E 1st Street South)

Kind of work Paving

Highway City Streets

Section prefix 323-1704

Contractor Babler and Rogers

Contract number 3557

Date of contract July 24, 1951

Date of completion August 31, 1952

Date work started April 14, 1952

Estimated date of completion May 27, 1952

Amount of contract . . . . $ 14,390

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering . . . . $ 14,003.50

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 968.13, 6.7 %

Date project was completed May 27, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed this project on Tuesday of this week by placing the final seal

Semi final submitted to Division office.

RECEIVED
JUN 2 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 402,Ontario,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.5		0.5	0.5
Miles partially completed					
Miles completed		0.5		0.5	0.5
Total estimated quantities		580		100 c.y 18 tons	1200
Estimated quantities moved or placed to date		370		86 c.y 15.45	1209.65
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 6 trucks ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday	Cloudy		

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1951
FOR FILING

[illegible]

[illegible]

September 17, 1951

Babler & Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3548, covering Oil Mat Surfacing on Nyssa (King & Park Avenues) City Street, in Malheur County, Oregon. Awarded July 17, 1951.

Contract No. 3557, covering Paving on Ontario (E. 1st Street S.) City Street, in Malheur County, Oregon. Awarded July 24, 1951.

Contract No. 3563, covering Grading and Paving on Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County, Oregon. Awarded August 14, 1951.

Contract No. 3564, covering Grading and Paving on Nyssa (Locust Ave.-Bower Ave.) on the Old Oregon Trail in Malheur County. Awarded August 14, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

MEMO:
The above contracts are being sent by express because of weight.

RECEIVED
1 1951
FOR FILING

[illegible]

[illegible]

July 24, 1951

Bubler and Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on Tuesday, July 17, accepted your proposal to construct the paving project on East First Street South in the city of Ontario, Malheur County, for the sum of $14,390.00, and awarded the contract to you subject to the approval of the Bureau of Public Roads and/or acquisition of right of way. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

…IC SERVICE
…k the class of service desired;
…erwise this message will be
…ent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 24, 1951
9:30 a.m.

Babler and Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Ontario (East First Street South) Paving Project in Malheur County for which you submitted low bid on July 17. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files ✓

RECEIVED
JUL 19 1951
FOR FILING

323-17.1

3457

July 18, 1951

Mr. F. C. McShane, City Recorder
City Hall
Ontario, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ontario covering the improvement of East First Street S. from Idaho Avenue E. southerly to S. 8th Avenue E., a distance of approximately 0.60 mile, in connection with the $250,000 City Fund Agreement.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

Response June 28

NOTED
J. W. CATTRALL

June 21, 1951

NOTED
Harold C. Ayers

Mr. F. C. McShane
City Recorder
Ontario, Oregon

Dear Sir:

I have received your letter of June 20 and I wish to acknowledge receipt of two copies of the agreement executed by the city officials.

The City of Ontario's application for assistance under the $250,000 Special City Allotment Fund, in the form of a resolution dated September 20, 1950, requests as follows: "S.E. 1st Street between Idaho Avenue and S.E. 9th Avenue; and S.E. 9th Avenue between S.E. 1st Street and S.E. 2nd Street." At the time the investigation of this request was made, S.E. 1st Street between S.E. 8th and S.E. 9th Avenues, and S.E. 9th between S.E. 1st and S.E. 2nd were not improved and did not qualify for assistance under this fund. I find no record wherein the City had requested the improvement of S.E. 8th Avenue between S.E. 1st and S.E. 2nd Streets. The agreement as drawn up which covered S.E. 1st Street from Idaho Avenue to S.E. 8th Avenue is in accordance with that approved by the Highway Commission.

It is possible that the City may negotiate a separate agreement directly with the contractor for the improvement of 8th Avenue. If the City wishes to include 8th Avenue in this project, it will be appreciated if a formal request in the form of a resolution adopted by the City Council be forwarded in order that this matter may be taken up with the Highway Commission. Since the project as now approved will cost approximately $15,000, the additional cost on 8th Avenue will have to be paid for by the City.

We would like to get this project under contract as soon as possible. An early reply will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON

June 20, 1951

NOTED

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed find two executed copies of the AGREEMENT covering the special city allotment project on S.E. 1st Street in the City of Ontario.

This Agreement meets with the approval of the City Council save for the description of the streets, as it does not include S.E. 8th Avenue between S.E. 1st and 2nd Streets, as per the attached sketch. This connecting block was in the original application, as the Council felt that S.E. 1st Street should be tied in with the existing paved S.E. 2nd Street.

By figuring map distances, this would make the project approximately 2,946 feet long, or about 0.55 mile, which compares favorably with the 0.60 mile stated in the Agreement, so the Council hopes that you will see fit to make this correction.

Yours very truly,

THE CITY OF ONTARIO

F. C. McShane

F. C. McShane
City Recorder

Encl.

RECEIVED
JUN 21 1951
ENGINEER
COUNTY & CITY RELATIONS

June 20, 1951

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed find two executed copies of the AGREEMENT covering the special city allotment project on S.E. 1st Street in the City of Ontario.

This Agreement meets with the approval of the City Council save for the description of the streets, as it does not include S.E. 8th Avenue between S.E. 1st and 2nd Streets, as per the attached sketch. This connecting block was in the original application, as the Council felt that S.E. 1st Street should be tied in with the existing paved S.E. 2nd Street.

By figuring map distances, this would make the project approximately 2,946 feet long, or about 0.55 mile, which compares favorably with the 0.60 mile stated in the Agreement, so the Council hopes that you will see fit to make this correction.

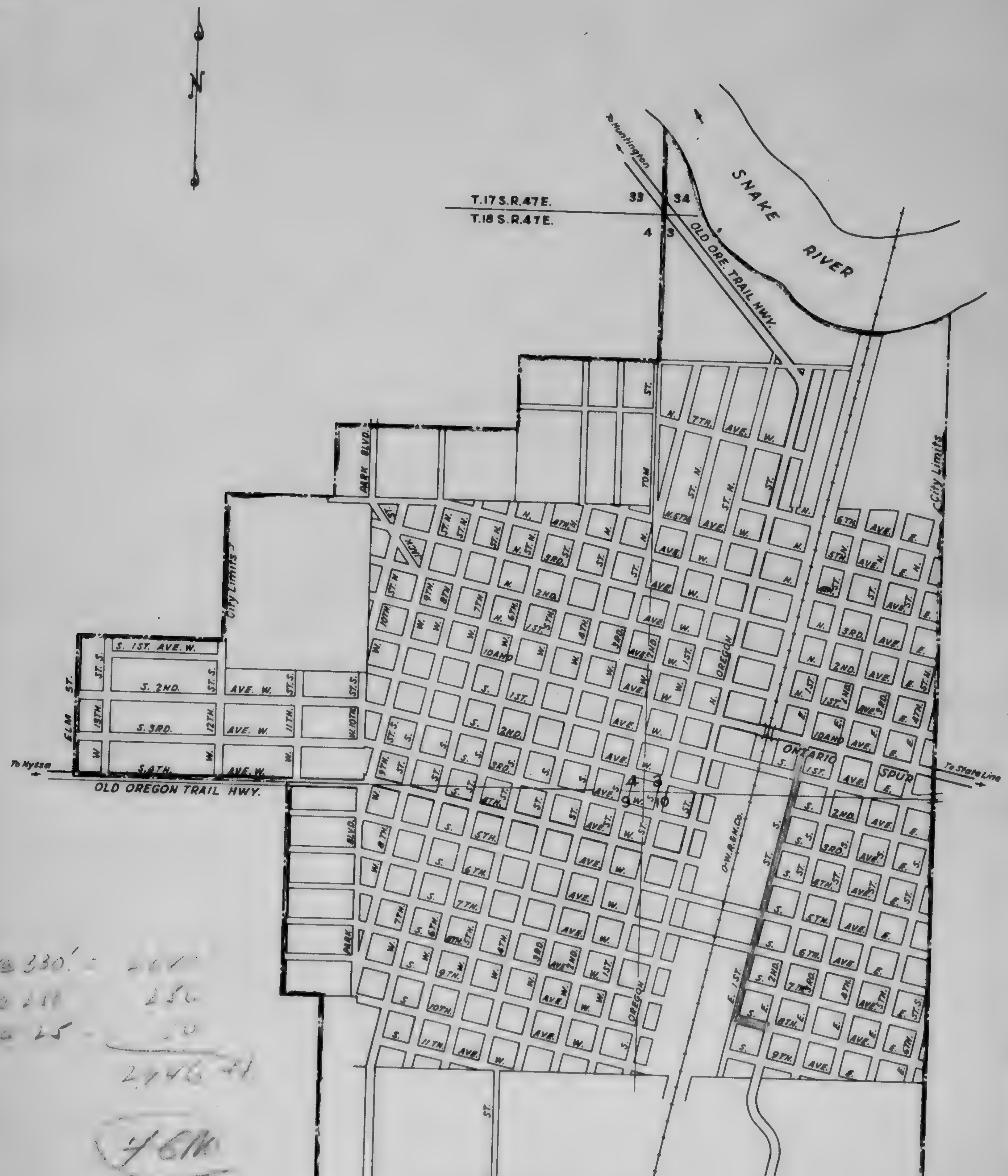
Yours very truly,

THE CITY OF ONTARIO

F. C. McShane
City Recorder

Encl.

ONTARIO



8 @ 330' - 2640
1 @ 256 - 256
2 @ 25 - 50

2946 ft.

46M

Salem, Oregon
June 5, 1951

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. Pease

NOTED
J. W. CATTRALL

I am returning field data on the Ontario 1951 city allotment project.

I have checked these over and find that the section from 0+00 to 3+36 (S. E. 8th Avenue) was not included in the project as approved by the Highway Commission. This project should start at 3+36. The rest of the project appears to be consistent with what was approved.

This project will have to be set up for bids as the Board of Control did not want to purchase these items since it was impossible to tie the purchase order into any plan and profile. A purchase of this nature includes performance as well as materials which is the reason the Board of Control did not want to handle it.

NOTED
Harold C. Ayers

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. V. O'Neil

ONTARIO

PRELIMINARY ESTIMATE

10 25 50

East First Street from Idaho Avenue to 8th Avenue, a distance of approximately 0.60 mile.

Place leveling course and 3" of asphaltic concrete pavement 22' in width.

Unit	Quantity		Unit Price	Total
Preparation of base	0.6	mile	$1000.	$ 600.00
3/4"-0 in leveling course	600	c.y.	3.00	1,800.00
*Asphaltic concrete	1300	tons	7.00	9,100.00
Emulsified asphalt in seal	9	tons	60.00	540.00
Aggregate in seal coat	45	c.y.	6.00	270.00

Preliminary Estimate of Construction Cost	$12,310.00
12-1/2% Engineering & Contingencies	1,538.75
Preliminary Engineering	600.00
	$14,448.75

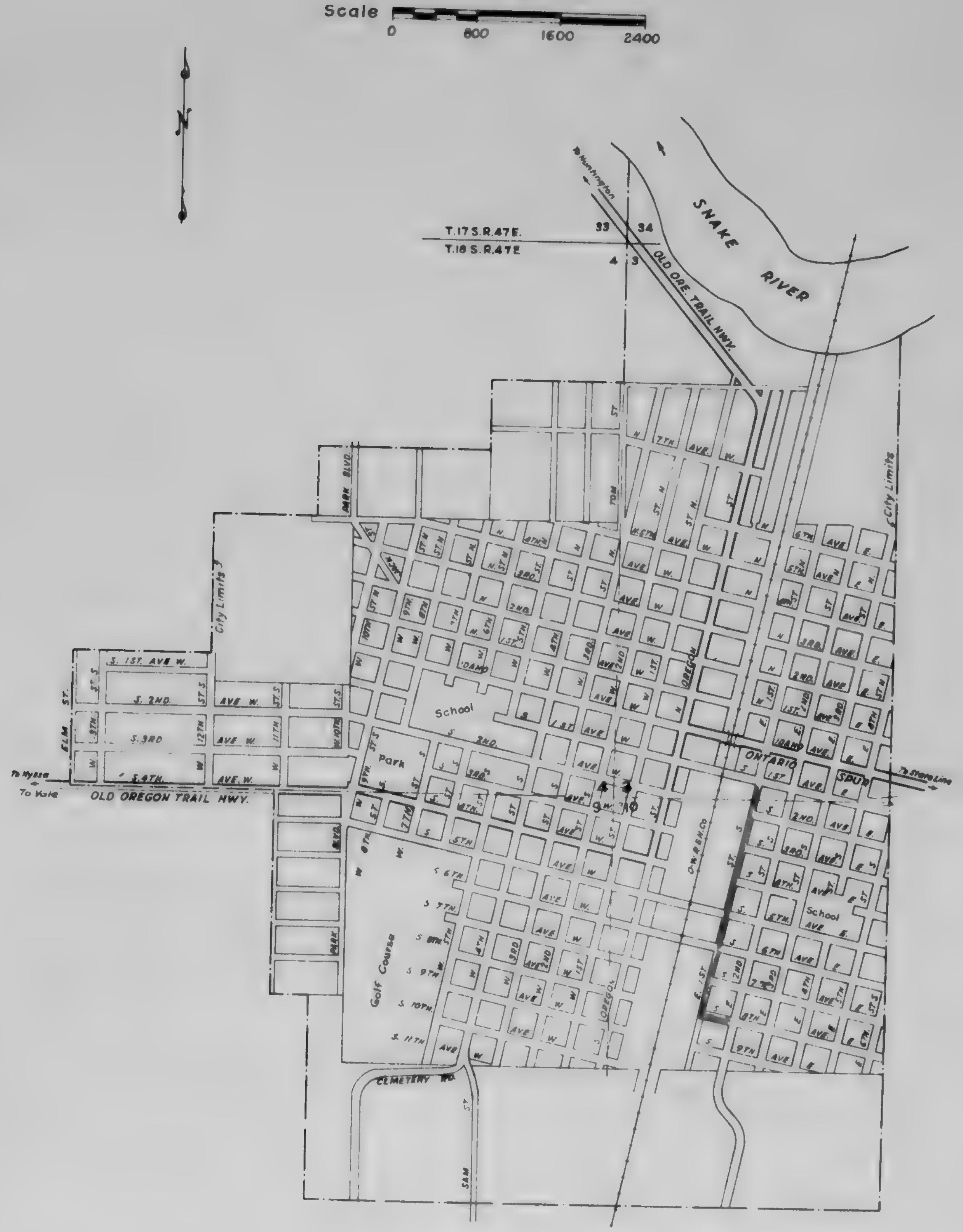
Total Estimate $14,500

* Based on tie-in with Ontario-Nyssa job.

NOTE: City to grade and place base and shoulders prior to State construction.

HCA:MM

ONTARIO



Rev 8 27 '39 3.
[illegible] '40

10-25-50

Ontario

Preliminary Estimate.

East First Street from Idaho Avenue to 8th Avenue a distance of approximately 0.60 mile

Place leveling course and 3" of asphaltic Concrete pavement 22' in width.

Preparation of base	0.6 mile	$1000.00	$600.00
3/4"-0 in leveling course	600 Cuyds	3.00	1800.00
* Asphaltic Concrete	1300 tons	7.00	9100.00
Emulsified asphalt in seal.	9 tons	60.00	540.00
Aggregate in seal coat	45 Cuyds	6.00	270.00

Preliminary Estimate of Const. Cost	$12,310.00
12½% Engineering & Contingencies	1538.75
Preliminary Engineering	600.00
	$14,448.75

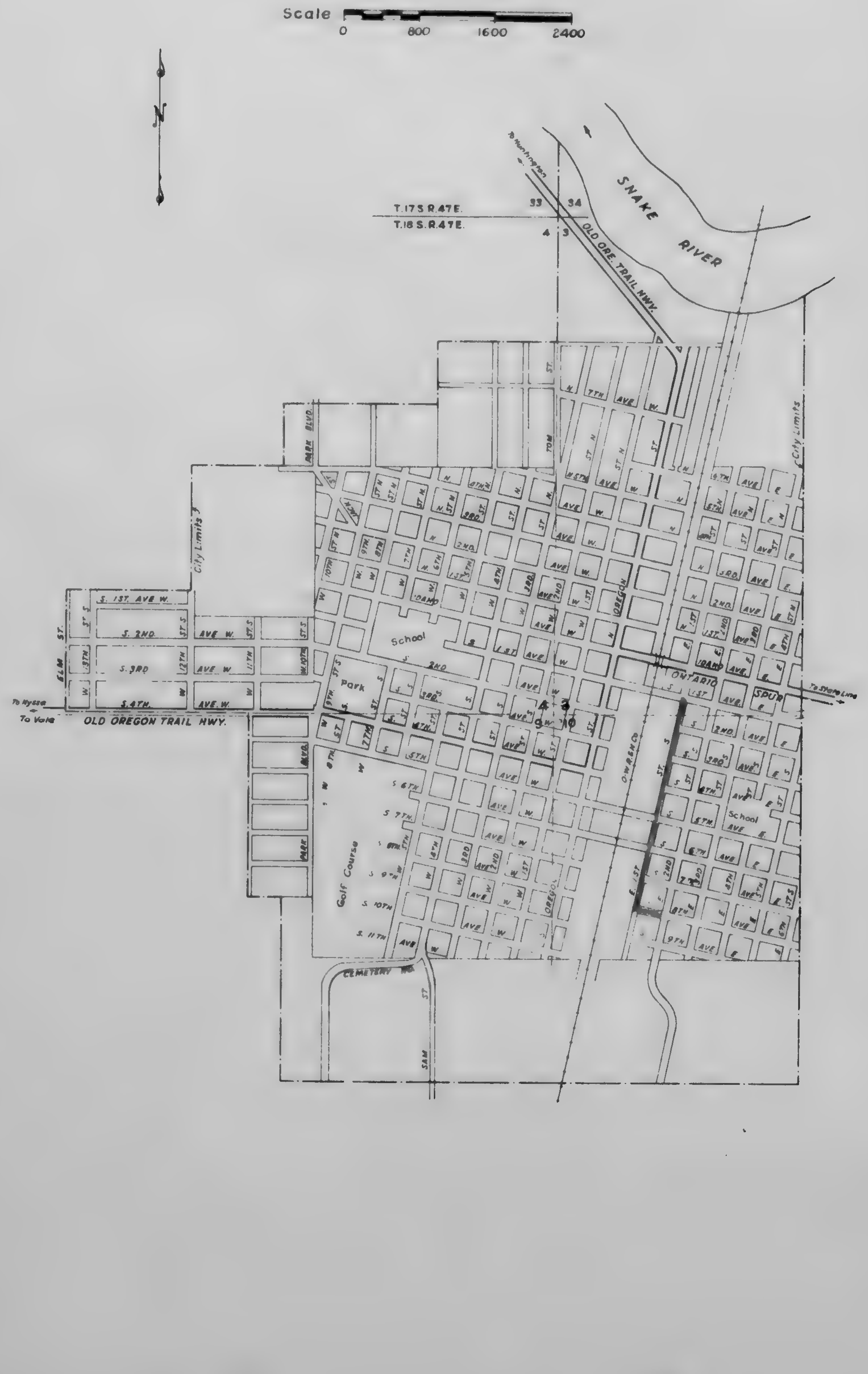
$14,500.00

City to grade and place base and shoulders prior to State Construction.

* Based on price with Ontario-Nyssa Job.

H.C.C.

ONTARIO



Rev 9 27 '40

Ontario 10-25-50

Saw Mr. F.C. McShane, city recorder, who tried to locate street supt. but found he had gone hunting. Looked over E. First Street as named in resolution.

East First street leads by many industrial plants, packing sheds - canneries & freezing plants and carries very heavy industrial hauling.

Street is lightly oiled 22' in width and graded 26' in width is in fair condition but shows effect of heavy hauling.

As several of these industries are of recent construction believe the street could be classed as "receiving heavy unusual industrial hauling". and would qualify.

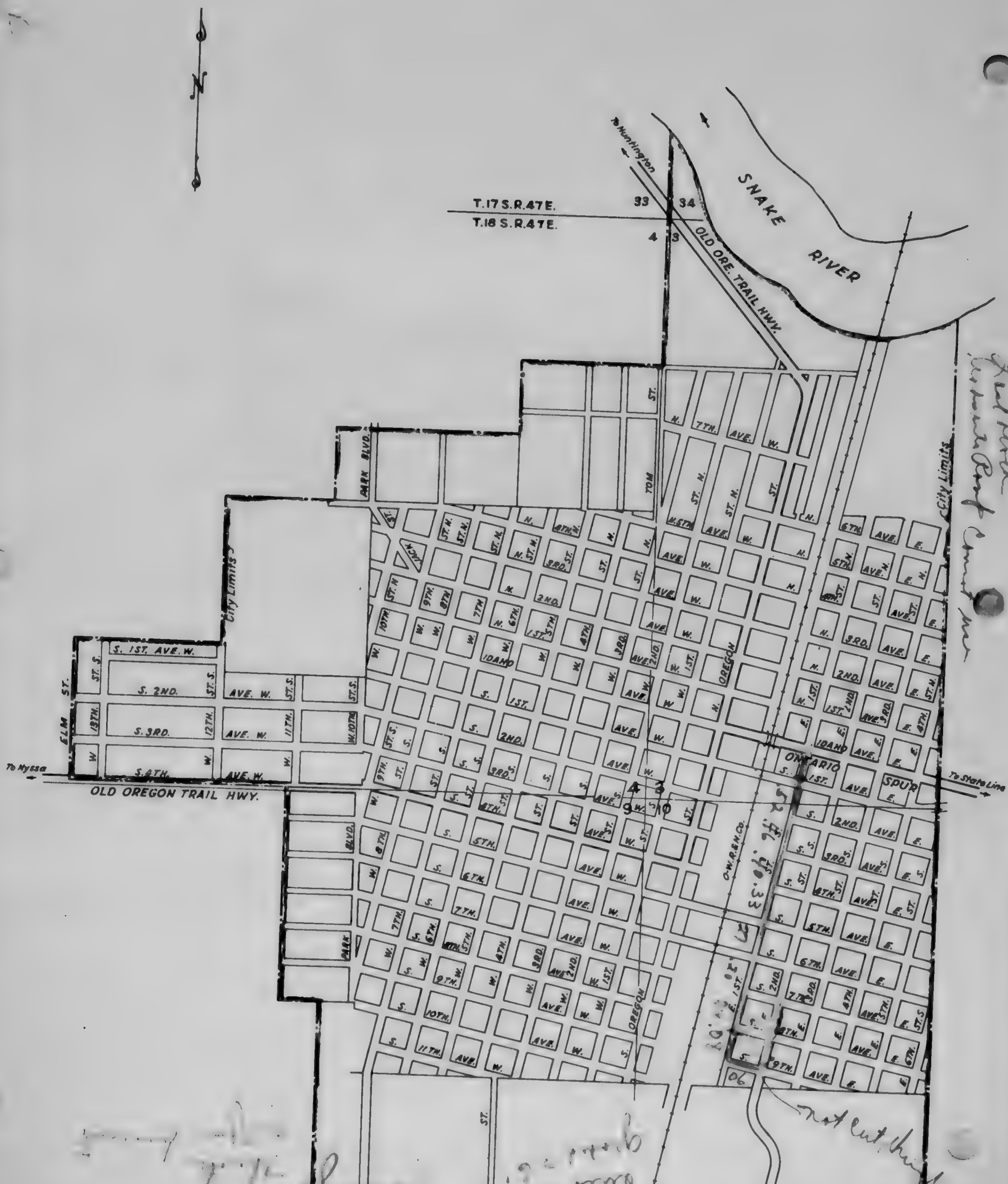
HCG.

9th St between 1st & 2nd has not been cut through. E. First cannot tie into Idaho ave. because of ramp on Idaho ave. (underpass of "Ontario Spur").

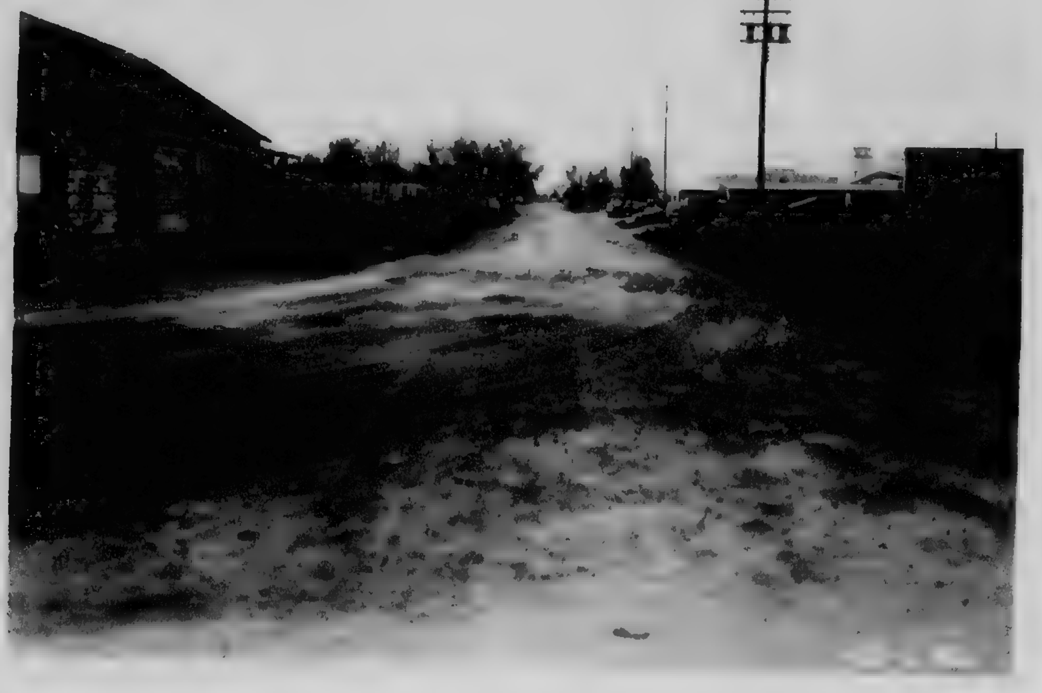
HCG.

Believe if this project is approved and in time can get a-c because of contract on Ontario-Nyssa -

ONTARIO


N
To Huntington
T.17 S.R.47E.
T.18 S.R.47E.
33
34
4
3
SNAKE RIVER
OLD ORE. TRAIL HWY.
City Limits
PARK BLVD.
TOM ST.
N. 7TH. AVE. W.
N. 6TH. AVE. E.
N. 5TH. AVE. W.
N. 4TH. ST. N.
N. 3RD. ST.
N. 2ND.
N. 1ST. ST.
IDAHO
OREGON
ELM ST.
S. 1ST. AVE. W.
S. 2ND. AVE. W.
S. 3RD. AVE. W.
S. 4TH. AVE. W.
13TH.
12TH.
11TH.
10TH.
To Nyssa
OLD OREGON TRAIL HWY.
ONTARIO SPUR
To State Line
4 3
9 10
O-W.R.&N.Co.
S. 5TH. AVE. W.
S. 6TH. AVE.
S. 7TH. AVE.
S. 9TH.
S. 10TH.
S. 11TH. AVE. W.
S. OREGON
SAN ST.
PARK BLVD.
06
Fred Hovik
not cut thing jl

Ontario



E. First Street from S First St looking southerly.
10-25-50

Form cc-50
Special City Allotment

9-20-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Ontario is an incorporated city of the State of Oregon, and has a population of 4,412, as given by the latest official census, and

RECEIVED
SEP 25 1950
ENGINEER
[illegible] & CITY RELATIONS

Form cc-50

WHEREAS, the following streets of said city, S. E. 1st Street between Idaho Avenue and S. E. 9th Avenue; and S. E. 9th Avenue between S. E. 1st Street and S. E. 2nd Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

S. E. 1st Street between Idaho Avenue and S. E. 9th Avenue; and S. E. 9th Avenue between S. E. 1st Street and S. E. 2nd Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Ontario does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate F. C. McShane, Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of September, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

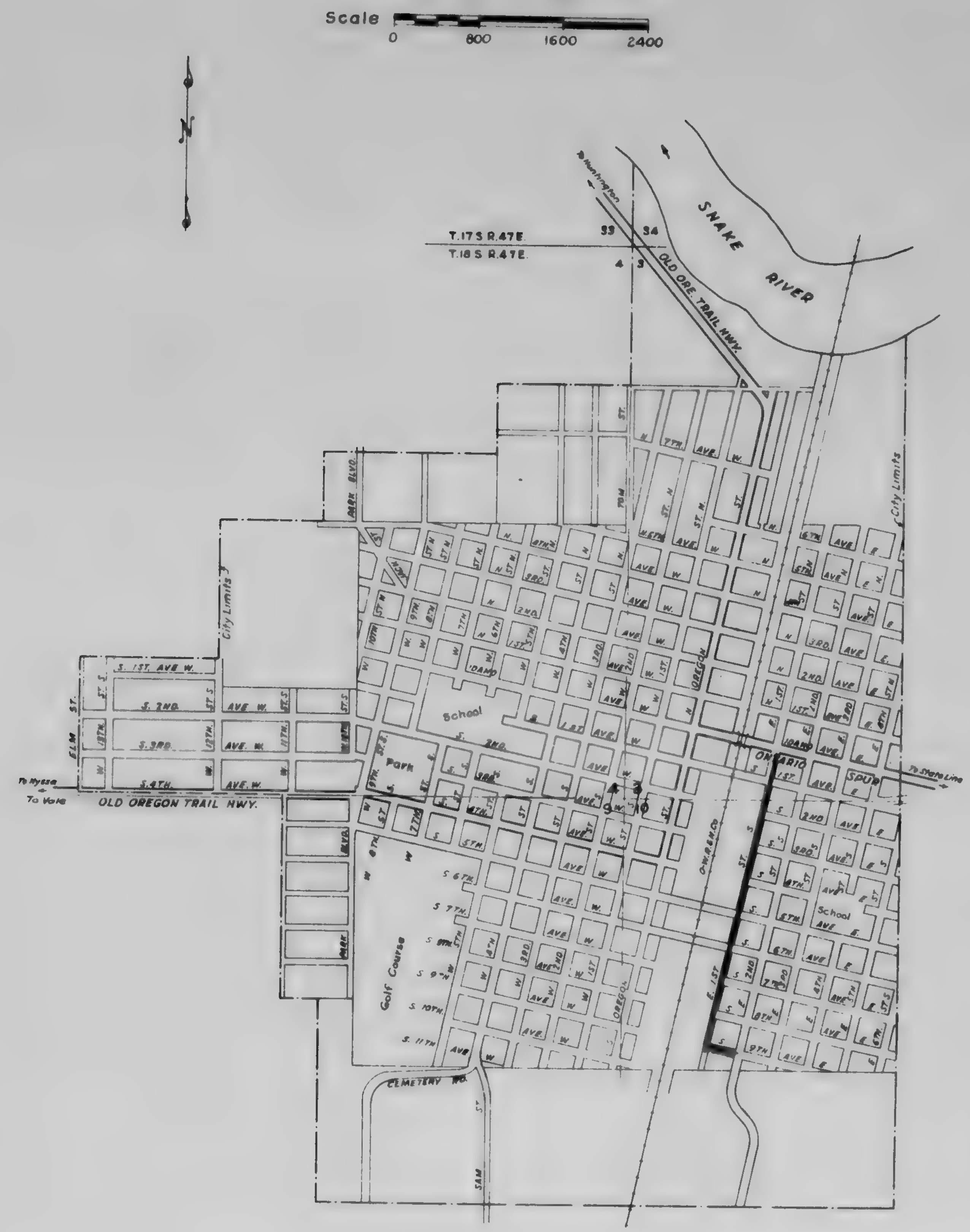
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Ontario at a regular or special meeting of said council, held on the 20th day of September, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 22nd day of September, 1950.

F. C. McShane
City Recorder

ONTARIO



Rev 4 27 '49

Rev June '46

F-135(3) Big Creek Sec., Columbia River Hwy., East of Astoria 1951

#3558

RECEIVED
FOR FILING
F-135(3)
3558

file

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

March 24, 1953

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Enclosed are four copies of an invoice covering the cost of relocating nine poles and distribution facilities on our Knappa-Svenson distribution feeder located on private right of way along the Big Creek section of the Columbia River Highway, U. S. 30, Contract No. 3558.

Our authority to bill the State of Oregon Highway Commission for the cost of relocating our said distribution line is your letter of October 15, 1951.

Very truly yours,

A. H. Prael
A. H. Prael
Right of Way Agent

AHP:mjh
Enc. 4

W. C. [illegible]

NOTED
J. D. WALKER

RECEIVED
MAR 26 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1953
DIVISION [illegible]

Sent to Mr. [illegible] to [illegible] for payment – ret'd 5-5-53 for filing

3--112

FORM 1530

PORTLAND, OREGON, March 23, 1953

Oregon State Highway Commission

Salem, Oregon

TO PACIFIC POWER & LIGHT COMPANY DR.

31-3398-60

Cost of relocating nine poles and distribution facilities on the Knappa-Svenson Feeder, located on private right-of-way on the Big Creek section of the Columbia River Highway, U.S. 30 - Contract #3558.

Your letter of authorization dated October 15, 1951.

Charges:		
New pole line	2,117.11	
Removal cost and transfer of facilities	375.83	2,492.94
Credits:		
Life used (in place)	528.06	
Salvage (depreciated material value)	314.03	842.09
Net Cost		1,650.85

REFERENCE ONLY

REFERENCE ONLY

REFERENCE ONLY

REFERENCE ONLY

4-1058-285

Approved

King

3 - 1

FORM 1531

PORTLAND, OREGON, March 23, 195[illegible]

Oregon State Highway Commission

Salem, Oregon

TO **PACIFIC POWER & LIGHT COMPANY** DR.

31-3398-60

Cost of relocating nine poles and distribution facilities on the Knappa-Svenson Feeder, located on private right-of-way on the Big Creek section of the Columbia River Highway, U.S. 30 - Contract #3558.

Your letter of authorization dated October 15, 1951.

Charges:

New Pole Line

work performed on the following days, Sept. 17, 24, 26, 27, 28 - Oct. 1, 2, 3, 4, 5 8, 9, 10, 11, 12, 15, 16, 17, 19, 22, Year 1951 and May 5, 28, 29, and June 2, 1952.

Crew foreman	27	man hrs.	@	2.57	69.39
Wkg crew foreman	56	"	@	2.49	139.44
Lineman	47	"	@	2.26	106.22
App. Lineman	56	"	@	2.03	113.68
Truck driver	8	"	@	1.74	13.92
"	96	"	@	1.83	175.68
Groundman	66	"	@	1.70	112.20
	356				730.53

Labor Overheads (insurance, vacation pay, Social Security) 12% of payroll 87.66

Material:

Pole 40 ft.	8 ea	159.92
45 ft.	1 ea	22.55
45 ft. guy stub	1 ea	22.55
Crossarms	10 ea	[illegible]
Secondary Rack 3 spool	1 ea	3.49
Neutral bracket assembly	7 ea	[illegible]
Neutral DE assembly	2 ea	3.04
Patent anchors & rods	10 ea	80.20
Down guys	10 ea	66.00
Span guys 5/16"	1 ea	12.63
1/4"	2 ea	22.32
Wire #6 HDBC	340 lb	105.16
#4 HDBC	640 lb	199.53
Insulators 2400V #44	4 ea	.92
Insulators 15,000V #99A	16 ea	16.32
Insulators 6" disc DE	12 ea	28.80
Insulators #568 clevis	10 ea	5.30
Secondary grounds	4 ea	15.28
Cutouts 15 kv	2 ea	[illegible]
Wire #6 WP	20 lb	[illegible]
Total Material		[illegible]

FORM 1531

PORTLAND, OREGON. ______________________ 19____

TO **PACIFIC POWER & LIGHT COMPANY** DR.

Transportation Expense			85.64	
Indirect Expense			368.37	
Cost of new pole line				2,117.11
Removal Cost and transfer of facilities				
Labor (see dates under new pole line)				
Crew foreman	11 man hrs	@ 2.57	28.27	
Wkg Crew foreman	18 "	2.49	44.82	
Lineman	19 "	2.26	42.94	
App. Lineman	18 "	2.03	36.54	
Truck driver	33 "	1.83	60.39	
Groundman	36 "	1.70	61.20	
Material man	6 "	1.72	10.32	
	141		284.48	
Labor Overhead (insurance, vacation pay, Social Security) 12% of payroll			34.14	
Transportation Expense			22.80	
Indirect Expense			34.41	375.83
Total Charges				[illegible]492.94
Credits:				
Life used (in place)			528.06	
Salvage (depreciated material value)			314.03	842.09
Net Cost				[illegible],650.85

REFERENCE ONLY

RC King

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 23, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3558	14-final	J. N. CONLEY	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
4633	R-62523	$ 7,089.75	March 20, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1952

Time Extensions: Extended to Oct. 2, 1952 without penalty

Completion Date: Oct. 2, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-23-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: aw Wiklander

By Floyd Query
Acting Secretary

NOTED ON CARD
3-24-53

RECEIVED
MAR 6 1953
FOR FILING

[illegible]

[illegible]

March 6, 1953

Rathbone, King & Seeley, Agents
Peerless Casualty Company
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

State highway contract No. 1558 for work performed on the Big Creek Section of the Columbia River in Clatsop County was completed by the contractor, J. H. Conley, on October 2, 1952 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $7,089.75 will be released to the contractor on or after March 16, 1953. The total contract amount is $240,004.77, of which amount $836.61 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Dooly and Company
Board of Trade Bldg.
Portland 4, Oregon

LOGGED ON CARD
3-6-53
m

RECEIVED
FOR FILING
F-125 (2)
[illegible]

R

December 12, 1952

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 94 days, from June 30 to October 2, 1952, within which to complete your contract No. 3558 for grading and structures on the Big Creek Section of the Columbia River Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

D. C. King,
Resident Engineer

W. G. Smith,
Construction Engineer

RECEIVED
NOV
FOR FILING
F-135(2)

November 19, 1952

Request for extension of time
No. 14
November 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. H. Conley for an extension of time on Contract No. 3518, Big Creek Section of the Columbia River Highway, from June 30, 1952 to October 2, 1952.

Extremely heavy precipitation in the early spring saturated the materials to such an extent that the contractor was unable to efficiently operate his equipment. He attempted to complete within the specified time, but because of the extreme moisture content of the materials, was unable to do so.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS lg

RECEIVED
NOV 14 1952
FOR FILING

F-1[illegible]

[illegible]

November 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3558, Big Creek Section of the Columbia River Highway, Ore, F-135 (3), from June 30th, 1952 to October 2nd, 1952, to J. N. Conley, contractor.

Extremely heavy precipitation in the early spring months prevented the contractor from properly operating his equipment on this project. He attempted to complete the contract within the time specified but, for the reasons above stated, was unable to do so.

I recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED

FOR FILING

F-135(2)

3558

R

October 30, 1952

Rathbone, King & Seeley, Agents
Peerless Casualty Company
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. N. Conley on Contract No. 3558 covering grading and structures on the Big Creek Section of the Columbia River Highway in Clatsop County. This payment, in the amount of $11,749.97, will be released to the contractor on or after November 10, 1952. The retained percentage is $7,203.56.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Dooly and Company
Board of Trade Building
Portland 4, Oregon

[illegible] on card
MB

RECEIVED
OCT 13 1952
FOR FILING

F-135(3)

October 7, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 2, 1952 on Contract No. 3558, Big Creek Section of the Columbia River Highway in Clatsop County, in connection with Federal Aid Project No. F-135 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30, 1952

Section Big Creek

Kind of work Grading and Structure

Highway Columbia River

Section prefix 4-1058

Contractor J. N. Conley

Contract number 3558

Date of contract August 3, 1951

Date of completion June 30, 1952

Date work started August 3, 1951

Estimated date of completion Sept. 10, 1952

Amount of contract . . . . $ 227,361.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 228,061.00

Per cent of contract completed, based on total contract price . . . . 99 %

Engineering cost to date $ 15,70000, 86 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The subcontractor, Lockyear and White, worked all week constructing handrails and stripping forms on the Big Creek Bridge.

Computations for the semifinal estimate and completion drawings for this project are 50% complete.

NOTED
H. G. SMITH

RECEIVED
SEP 2 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed D. C. King

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.04				
Miles partially completed					
Miles completed	2.04				
Total estimated quantities	266,000				
Estimated quantities moved or placed to date	247,000				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Clearing		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Clear		
Friday	Fog		
Saturday			

RECEIVED SEP [illegible] ENGINEER

STATE PRINTING

RECEIVED

FOR FILING

files

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 30, 1952

Aetna Casualty and Surety Co.
Yeon Building
Portland 4, Oregon

File No. 17393-Clatsop County
Big Creek Section
Columbia River Highway

Gentlemen:

Enclosed is your questionnaire form on your bond number 42 S 14082 in the amount of $2,115.00. As noted thereon, we have made payment of $2,115.00 to C. B. Burt and expect to make payment of the additional amount of $111.77 sometime in the near future.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By EFS

Earl F. Saling

EFS:je

cc: Mr. H. B. Glaisyer

NOTED
F. QUERY

Form PR-2 (Revised 1946)

State Oregon
Project No. F-135(3)

Federal Aid
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of March, 1951, a program, which was approved on the 10th day of April, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of July, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-seven thousand and 00/100 dollars ($147,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16-11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 486+00 in the SE 1/4, Section 24, T. 8 N., R. 8 W., W.M., and survey station 595+50 in the NE 1/4, Section 20, T. 8 N., R. 7 W., W.M., without exception, length 2.074 miles, in Clatsop County, being Oregon Federal Aid project No. F-135(3), consisting of 2.044 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.030 of a mile in length, together with a highway underpass structure of no effective length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred forty-seven thousand and 00/100 dollars ($147,000.00), which does not exceed the authorized Federal pro rata share of two hundred fifty thousand, ninety-seven and 10/100 dollars ($250,097.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

Attest
SECRETARY

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

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F-1[illegible]([illegible])

files P

November 26, 1951

Memorandum to the Commission

Attached is one copy of an agreement for moving buildings, File No. 17393, in the sum of $2,115 and signed by Mr. C. B. Burt. This transaction was approved by the Commission on October 11 while considering right of way options on page 9.

Secretary

FAQ:md

Attach.

FORM E-30 25M 2-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 21, 1951
Salem, Oregon

SUBJECT: AGENDA ITEM
Meeting of December 20-21, 1951
File No. 17393 - Clatsop County
Big Creek Section
Columbia River Highway

To:

H. B. Glaisyer
Secretary
Office

Will you kindly place on the agenda for the meeting of December 20-21, 1951, the signing of the attached moving contract. This was approved at the October meeting of the Highway Commission.

Mr. Forrest Cooper will present this matter.

Forrest Cooper
Forrest Cooper
Right of Way Engineer

FC:mmh

Attach.

DATE Oct. 11, 1951 page 9 of R/W options
H B Glaisyer
Secretary

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3551

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 16, 1951

The Aetna Casualty and
Surety Company
308 Yeon Building
Portland 4, Oregon

File No. 17393-Clatsop County
Big Creek Section
Columbia River Highway

Attention: H. P. Atterbury

Gentlemen:

In response to your letter of November 8th, we are returning herewith C. B. Burt's moving contract with the State Highway Commission with the bond thereon for $1,865.00 for you to cancel the bond.

We have in our file a new form executed by your company in the amount of $2,115.00 for the same project. Someone had changed the figures on the original contract from $1,865.00 to $2,115.00. Out attorneys, however, did not think this advisable as the bond did not cover that amount.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By EFS

Earl F. Saling

EFS:je
Encl.

cc: Mr. C. B. Burt
2035 S. E. 82nd Avenue
Portland 16, Oregon

cc: Mr. H. B. Glaisyer

cc: Mr. Forrest Cooper

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FOR FILING

FORM E-30X 25M 11-50 44702

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 14, 1951

SUBJECT:

To:
Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

The subcontract between J. N. Conley and Lockyear & White, Inc., covering Items 2, and 11 to 31 inclusive, on the Big Creek Contract No. 3558, Ore. F-135 (3) is approved, and you may so advise the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:gh

cc W. C. Williams
C. G. Polk (2)

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[illegible]

October 15th, 1951

Mr. A. H. Prael
Right of Way Agent
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

This is your authority to bill the State Highway Commission for the cost of the readjustment of that portion of your pole line which occupies private right of way, being a total of 9 poles, on the Big Creek Section of the Columbia River Highway, US #30, Contract No. 3558, minus salvage. The net cost is estimated at $1,996.82.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

ASSIGNMENT No. 2962

ate: October 15, 1951 By _

Description: **A. H. Prael's letter of October 10 £ (R/W Agent for the Pacific Power & Light Company) concerning relocation of Big Creek Section of Columbia River Highway No. 30 in connection with moving poles and lines. Tabulation showing cost attached.**

Acknowledged by _ _ _ _ _ Referred to _ _ _ Smith ← _ _ _ _ _ _ _

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 10-15-51 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

October 10, 1951

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

This concerns the relocation of the Big Creek Section of the Columbia River Highway No. 30, Clatsop County, Oregon. Pacific Power & Light Company is to rebuild its electric power distribution lines in this section to conform to the new highway right of way. Nine of the present poles to be moved are now located on private property. The cost of replacing these nine poles is $5,006.10. After credit is deducted for life used plus salvage, the net cost amounts to $1,996.82. A separate sheet showing these amounts is attached.

Because these poles have been at their present location on said private property for many years this Company has a certain amount of easement and right of way thereon, therefore, this Company feels justified in requesting the Highway Commission to reimburse it for the net cost of the rebuilding, namely, $1,996.82.

As Pacific Company desires to commence construction as soon as possible we will be pleased to hear from you at an early date.

Yours very truly,

A H Prael

A. H. Prael
Right of Way Agent

NOTED
W. C. WILLIAMS

AHP:mu

Enc.

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OCT 11 1951
OREGON
STATE HIGHWAY COMMISSION

[illegible] COMPENSATION
FOR RELOCATING ELECTRIC DISTRIBUTION FACILITIES

Facilities on private property in location of Big Creek Section of Columbia River Highway.

Charges:

New pole line	$2,[illegible].10	
Remove and/or transfer facilities	[illegible]4.00	
Total Charges		$[illegible],000.10

Credits:

Life used (in place)	$[illegible]26.06	
Salvage (depreciated material value)	4[illegible].22	
Total Credits		$[illegible].28

Net Charge	$[illegible].82

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October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Big Creek Section, Project No. F-135 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JHN:cw

Encl.

Oregon State Highway Department

Federal Aid Project
No. F-135 (3)

BIG CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 0010
Roadway (Sta. 486+00 to 595+50)

All Required		Clearing and Grubbing		$ 20,000.00
420	cu. yds.	Structural Excavation, Unclassified	$ 4.25	1,785.00
80	cu. yds.	Trench Excavation, Unclassified	2.00	160.00
266,000	cu. yds.	General Excavation, Unclassified	.38	101,080.00
762,000	yd. stas.	Short Overhaul	.01	7,620.00
9,600	C-yd. stas.	Long Overhaul	.45	4,320.00
400	cu. yds.	Salvaging Surfacing Materials	1.00	400.00
2.04	miles	Finishing Roadbed & Slopes	500.00	1,020.00
7,000	lin. ft.	Rounding Cutbanks	.20	1,400.00
270	M-gals.	Sprinkling	2.00	540.00
250	lin. ft.	12" Concrete Pipe	2.20	550.00
930	lin. ft.	18" Concrete Pipe	4.00	3,720.00
440	lin. ft.	6" Perforated Metal Drain Pipe, Coated	2.00	880.00
20	cu. yds.	3/8" - 0 Backfill in Drains	5.00	100.00
1,980	lin. ft.	3" Non-metallic Water Pipe	1.80	3,564.00
220	lin. ft.	Metal Guard Rail	3.50	770.00
184	cu. yds.	Class "A" Concrete in Box Culverts	56.00	10,304.00
7,400	lbs.	Metal Reinforcement in Box Culverts	.14	1,036.00
			Subtotal	$159,249.00
			10% Engr. & Cont.	15,924.90
			Total	$175,173.90

Type Code X021
Big Creek Undercrossing (Sta. 540+88)

280	cu. yds.	Excavation for Structure	$ 5.00	$ 1,400.00
25	cu. yds.	Structural Excavation, Below Elevation Shown	10.00	250.00
206	cu. yds.	Class "A" Concrete	78.00	16,068.00
40,400	lbs.	Metal Reinforcement	.12	4,848.00
74	lin. ft.	6" Concrete Sewer Pipe	2.00	148.00
			Subtotal	$22,714.00
			10% Engr. & Cont.	2,271.40
			Total	$24,985.40

Type Code X721
Big Creek Bridge (Sta. 556+89 to 558+45)

220	cu. yds.	Excavation for Structure	$ 6.00	$ 1,320.00
20	cu. yds.	Structural Excavation Below Elevation Shown	12.00	240.00
800	lin. ft.	Furnish Treated Piles	1.75	1,400.00
16	only	Drive Treated Piles	60.00	960.00
350	cu. yds.	Class "A" Concrete	79.00	27,650.00
80,800	lbs.	Metal Reinforcement	.12	9,696.00
326	lin. ft.	Metal Handrail	12.00	3,912.00
110	lin. ft.	6" Sewer Pipe	2.00	220.00
			Subtotal	$45,398.00
			10% Engr. & Cont.	4,539.80
			Total	$49,937.80

Length of Roadway	2.044 miles
Length of Undercrossing Structure	0.000 miles
Length of Bridge	0.030 mile
Total Length	2.074 miles
Cost per mile, Roadway	$85,701.51

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$175,173.90	$102,962.00	$72,211.90
Undercrossing Structure	24,985.40	14,686.00	10,299.40
Bridge	49,937.80	29,352.00	20,585.80
	$250,097.10	$147,000.00	$103,097.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-135 (3)

BIG CREEK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 28, 1951

Type Code 0010
Roadway (Sta. 486+00 to 595+50)

All Required		Clearing and Grubbing		$ 17,000.00
420	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,260.00
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00
266,000	cu. yds.	General Excavation, Unclassified	0.35	93,100.00
762,000	yd. stas.	Short Overhaul	0.015	11,430.00
9,600	C-yd. stas.	Long Overhaul	0.50	4,800.00
400	cu. yds.	Salvaging Surfacing Materials	1.50	600.00
2.04	miles	Finishing Roadbed and Slopes	600.00	1,224.00
7,000	lin. ft.	Rounding Cutbanks	0.20	1,400.00
270	M-gals.	Sprinkling	3.00	810.00
250	lin. ft.	12-inch Concrete Pipe	2.00	500.00
930	lin. ft.	18-inch Concrete Pipe	3.75	3,487.50
440	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	1.75	770.00
20	cu. yds.	3/8"-0 Backfill in Drains	6.00	120.00
1,980	lin. ft.	3-inch Non-metallic Water Pipe	2.00	3,960.00
220	lin. ft.	Metal Guard Rail	3.00	660.00
184	cu. yds.	Class "A" Concrete in Box Culverts	60.00	11,040.00
7,400	lbs.	Metal Reinforcement in Box Culverts	0.12	888.00
		Subtotal		$153,289.50
		10% Engr. & Cont.		15,328.95
		Total		$168,618.45

Type Code X021
Big Creek Undercrossing (Sta. 540+38)

280	cu. yds.	Excavation for Structure	$ 12.00	$ 3,360.00
25	cu. yds.	Structural Excavation Below Elevation Shown	12.00	300.00

206	cu. yds.	Class "A" Concrete	$60.00	$ 12,360.00
40,400	lbs.	Metal Reinforcement	0.12	4,848.00
74	lin. ft.	6-inch Concrete Sewer Pipe	1.50	111.00
		Subtotal		$ 20,979.00
		10% Engr. & Cont.		2,097.90
		Total		$ 23,076.90

Type Code X721
Big Creek Bridge (Sta. 556+89 to 558+45)

220	cu. yds.	Excavation for Structure	$20.00	$ 4,400.00
20	cu. yds.	Structural Excavation Below Elevation Shown	20.00	400.00
800	lin. ft.	Furnish Treated Piles	1.50	1,200.00
16	only	Drive Treated Piles	40.00	640.00
350	cu. yds.	Class "A" Concrete	60.00	21,000.00
80,800	lbs.	Metal Reinforcement	0.12	9,696.00
326	lin. ft.	Metal Handrail	12.00	3,912.00
110	lin. ft.	6-inch Sewer Pipe	1.50	165.00
		Subtotal		$ 41,413.00
		10% Engr. & Cont.		4,141.30
		Total		$ 45,554.30

Length of Roadway	2.044 mile
Length of Undercrossing Structure	0.000 mile
Length of Bridge	0.030 mile
Total Length	2.074 mile
Cost per mile, Roadway	$82,494.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$168,618.45	$104,476.00	$64,142.45
Undercrossing Structure	23,076.90	14,298.00	8,778.90
Bridge	45,554.30	28,226.00	17,328.00
	$237,249.65	$147,000.00	$90,249.35

BIG CREEK SECTION

PROJECT NO. F-135 (3)

While negotiations for rights of way are in progress two parcels have not been acquired but it is now believed that all rights of way or rights of entry can be made fully available within fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

REFERRED TO
Gruber
By Asst. Chief Engineer

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project No. F-135(3), Big Creek Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
Acting District Engineer

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 27, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

JUNTY Clatsop

Seventh Supplemental

Route No. FAP 1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	115	F-135 (3)	3 mi. East of Svensen to 0.8 mi. East of Big Creek	Survey-Plans					Clearing, Bridge and Culvert
				Right-of-Way					
				Construction	300,000	186,000	114,000		
				TOTAL	300,000	186,000	114,000	1.70	
REQUESTED REVISION	115	F-135 (3)	2.6 mi. West of Svensen to 0.8 mi. East of Big Creek	Survey-Plans					Gr., Sr., Bridge and Undercrossing Structure
				Right-of-Way					
				Construction	250,000	155,000	95,000		
				TOTAL	250,000	155,000	95,000	2.07	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Programmed funds sufficient to complete all work to be done on the project except the paving. Also project extended at west end to make a better connection with existing highway.

Date June 27, 1951

By
Assistant (State Highway Engineer)

Recommended: ______ (Division Engineer) ______ (Date)

ommended for Approval: ______ (District Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

VERNMENT PRINTING OFFICE 16—61038-1

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FOR FILING

F-155 (3)

3558

September 19, 1951
Salem, Oregon

Mr. F. D. Eason
Division Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter dated September 18, 1951, regarding metal reinforcement in box culverts on the Big Creek Section in Clatsop County, Contract No. 3558.

Re-check of quantities shows that metal reinforcement in box culverts should have been 34,700 pounds. Through an error 30,000 pounds was carried as 3,000 pounds.

Authorization for the contract is set up and no additional amounts can be included without action by the Highway Commission. The item of metal reinforcement in box culverts will have to be absorbed in the contingency allowance or the allowance for overrun of contract.

If allowances above are not sufficient, the Highway Commission can be asked for additional authorization when the need for such authorization, and amount, are determined.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:tp

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 18, 1951

SUBJECT:

To:

Mr. S. H. Probert,
Office Engineer,
Department.

Dear Sir:

The estimate with the specifications on the Big Creek Project in Clatsop County as submitted called for an item of metal reinforcement in the amount of 38,800 pounds. The item as included in the signed contract is 7,400 pounds. The actual net quantity required is something over 31,000 pounds.

I think this item should be corrected and the additional amount required for reinforcement included in the contract set-up. I suggest that the original estimate amount be allowed.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. H. G. Smith

[illegible]

Quantity in error. Should have been
34,000 + 1700 = 35,700 lbs

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FOR FILING

E-135 (3)

3558

August 22, 1951

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3558, which was awarded to you on August 2, 1951 by the State Highway Commission, covering grading and structures on the Big Creek Section of the Columbia River Highway in Clatsop County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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AUG 14 1951
FOR FILING

F - 135(3)
3558

August 6, 1951

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon.

Dear Sir:

This is to advise you that work was started on August 3, 1951 on Contract 3558, Big Creek Section, in connection with Federal Aid Project No. F-135 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:HJ

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1951
FOR FILING

6.K

August 2, 1951

Mr. J. N. Conley
4332 N. E. Royal Court
Portland, Oregon

Dear Mr. Conley:

The State Highway Commission on July 17, 1951, accepted your proposal for grading and construction on Big Creek Section of Columbia River Highway in Clatsop County, for the sum of $22,3[illegible]1.00, and awarded the contract to you subject to approval by the Bureau of Public Roads and/or acquisition of right of way. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:sr
cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, SIAC
G. S. Paxson

5A

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

12:00 M.
Salem, Oregon
August 2, 1951

J. N. Conley
4332 N. E. Royal Court
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and construction on Big Creek Section of Columbia River Highway in Clatsop County for which you submitted low bid on July 17. Contract forms will be mailed you shortly for execution.

cc: Confirmation
C. W. Head
Auditor (5001-900)
Files

H. B. Glaisyer, Secretary
Oregon State Highway Commission

RECEIVED
AUG 7 1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

F-135 (3)
352

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of August 1, advising that all rights of entry required in connection with Oregon Project F-135(3), Big Creek Section of the Columba River Highway, have been acquired, we hereby concur as of this date in award of contract to J. N. Conley of Portland, who submitted the low bid on July 17, 1951.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
[illegible] 1951
FOR FILING

FORM E-30 28M 3-51 47198

7-135(2)

[illegible]8

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1951

SUBJECT: Big Creek Section
Clatsop County

To:

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

This is to advise that all right of way has been secured or condemnation suits have been filed on the Big Creek Section job on U.S. 30 in Clatsop County.

Forrest Cooper
Forrest Cooper
Right of Way Engineer

FC:mmh

RECEIVED
AUG 7 1951
FOR FILING

August 1, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

All rights of entry required in connection with the Big Creek Project on the Columbia River Highway in Clatsop County, Project F-135 (3), are now acquired. We therefore request your concurrence in the award of the contract for the project to J. N. Conley of Portland, Oregon, on the basis of the low bid submitted on July 17.

The date proposed for the award is August 2, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

7-135(3)
[illegible]

Salem, Oregon
July 20, 1951

SUBJECT:

To:

Mr. F. D. Eason
Division Engineer
State Highway Dept.
Office

Dear Sir:

Herewith two copies of a Bargain and Sale Deed from Clatsop County, File No. 17393, for right of way on the Big Creek Section of the Columbia River Highway.

Your attention is called to the following clause in this Deed:

> "Grantee, State of Oregon, shall have the right at its option to build at any future time at its sole cost, a frontage road within the right of way. Upon construction of such frontage road, all right of access to and from the highway, if any be herein specifically reserved, shall cease, but grantor, its successors and assigns, shall have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate."

Grantor reserves right of access not to exceed 25 feet on the North side of the highway opposite Stations 497+10 and 500+50, and on the South side opposite Station 587+25.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh
Encls.
cc W. C. Williams

RECEIVED
FOR FILING

F-133(-)

55

2777

July 19, 1951

Mr. C. G. Polk
Acting District Engineer
408 State Highway Building
Salem, Oregon

Dear Sir:

Price Agreement No. 2 for 1,500 cubic yards of pit run rock on the Big Creek Section of the Oregon Coast Highway, Project F-133(15), is for pit run rock which has been placed so as to allow the entrapped water to escape from underneath the fills, in a modified form of the California sand drain. A "V" has been temporarily left between the fill and the counterbalance, and the quarry run rock was placed to afford an outlet for the water being forced up through the ground toward this "V". We afterwards found satisfactory sand in one of the cuts and placed a sand blanket over the quarry run rock and constructed vertical sand drains beneath the point of the "V" with our testing equipment. We propose to place a drain tile in the point of the "V" and backfill the counterbalance over to the intersection with the highway slope.

At the present time water is being forced up from underneath the fill and draining out through the "V", so we feel that we are relieving the pressure and preventing the undue liquidification of the material immediately underneath the ground line.

We have given a great deal of thought and study to the stabilization of embankments across mucky ground, and feel that material progress is being made in learning how to construct such fills in a stable manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

bl

SIGNMENT

No. [illegible]
By [illegible]

July 10, 1951

escription: Mr. Polk's letter of July 9 re Price Agreement No. 2 for 1500 cu. yds. pit run rock on subbase under deep fills on Big Creek Section of Oregon Coast Highway, Project F-133(15)

Acknowledged by _____ Referred to ___Smith ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for __________________ signature
____

Assignment executed 7-18-51 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

July 9, 1951

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

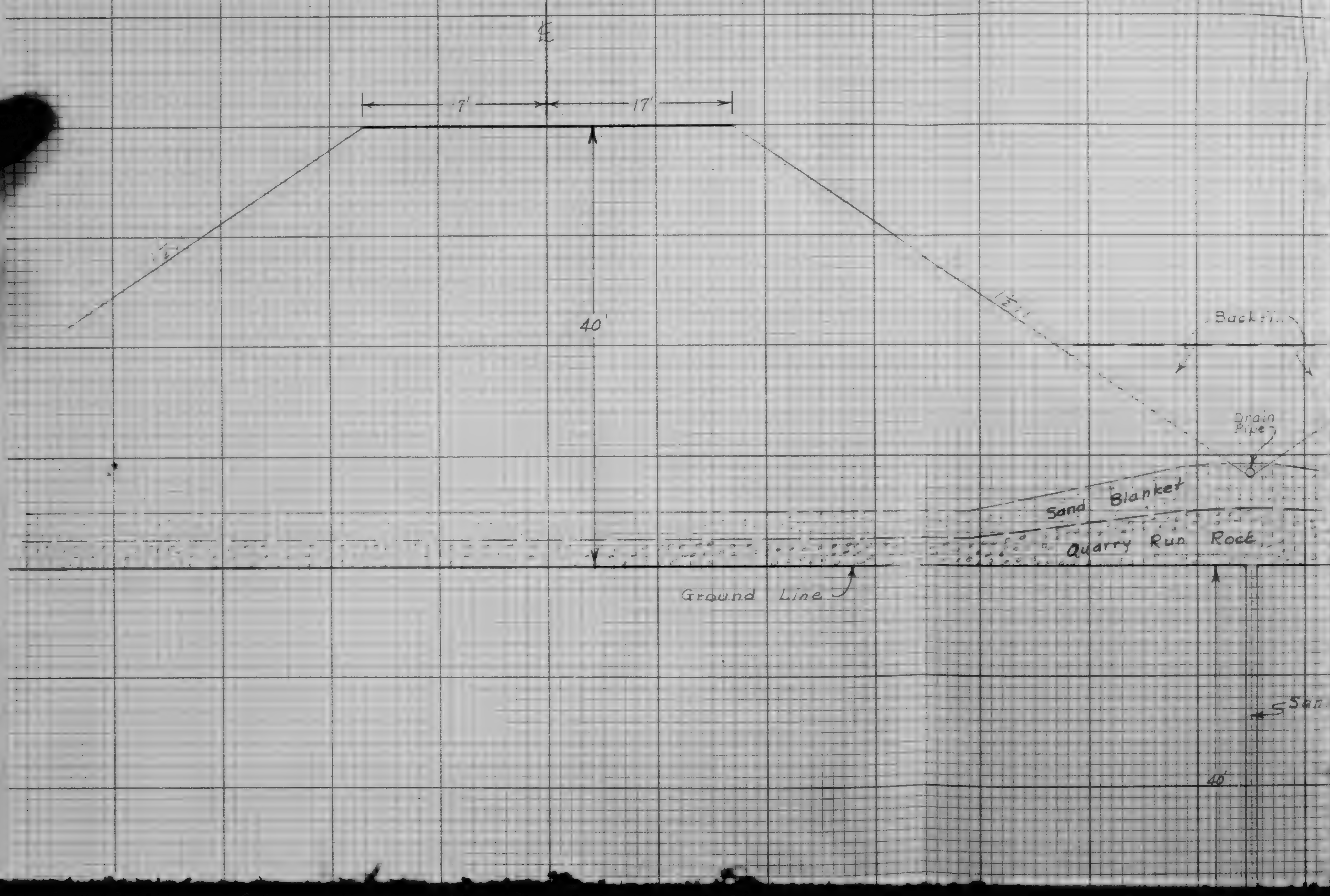
Reference is made to Price Agreement No. 2 for 1500 cu. yds. of pit run rock on subbase under deep fills on the Big Creek Section of the Oregon Coast Highway, Project F-133(15).

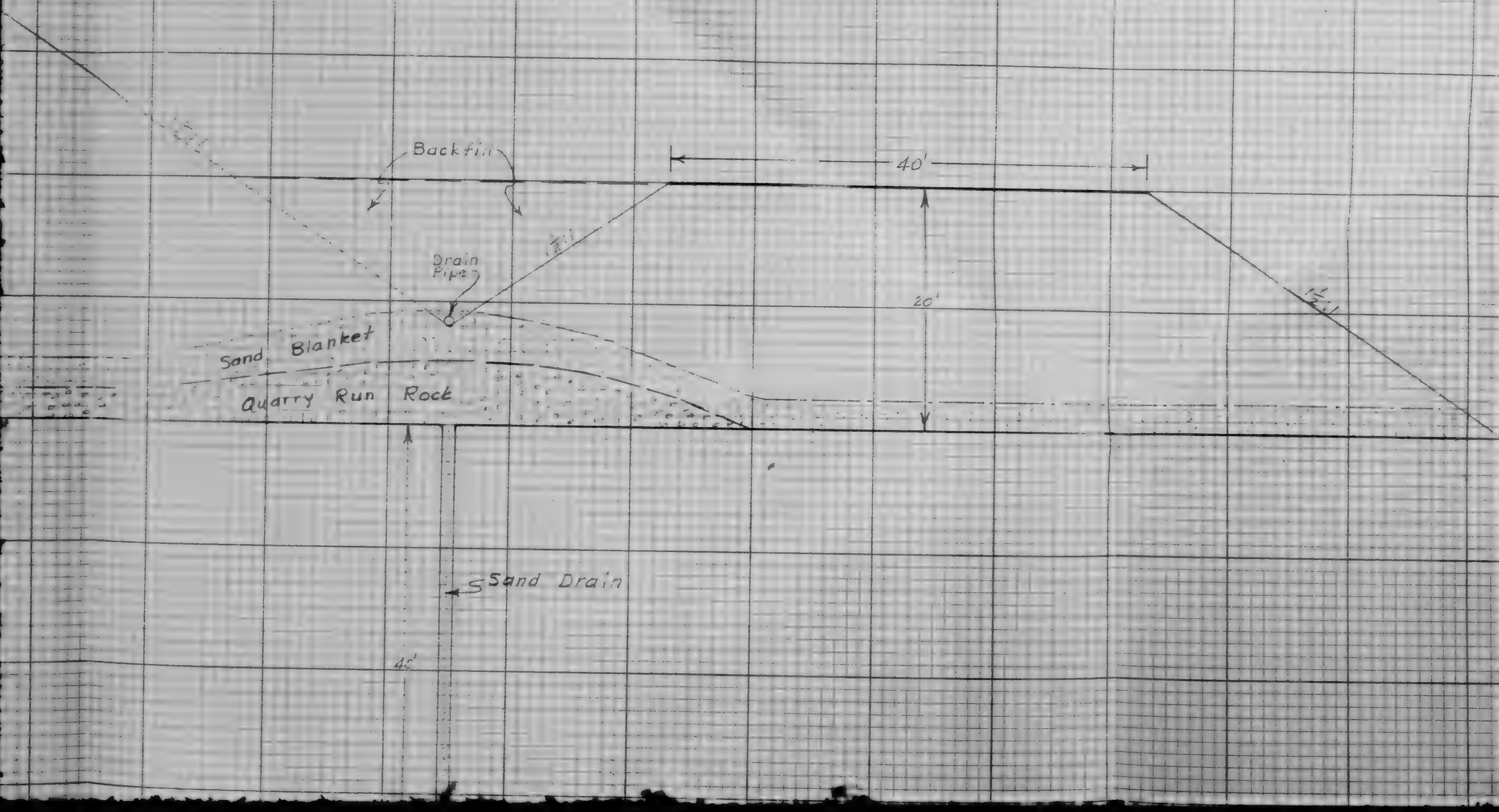
The purpose of this work is not clear. Presumably your wording "subbase" means embankment. If so, we fail to understand how a layer of pit run rock under a fill will either stabilize the foundation material or to permit drainage of the embankment. With respect to the latter, what drainage is required?

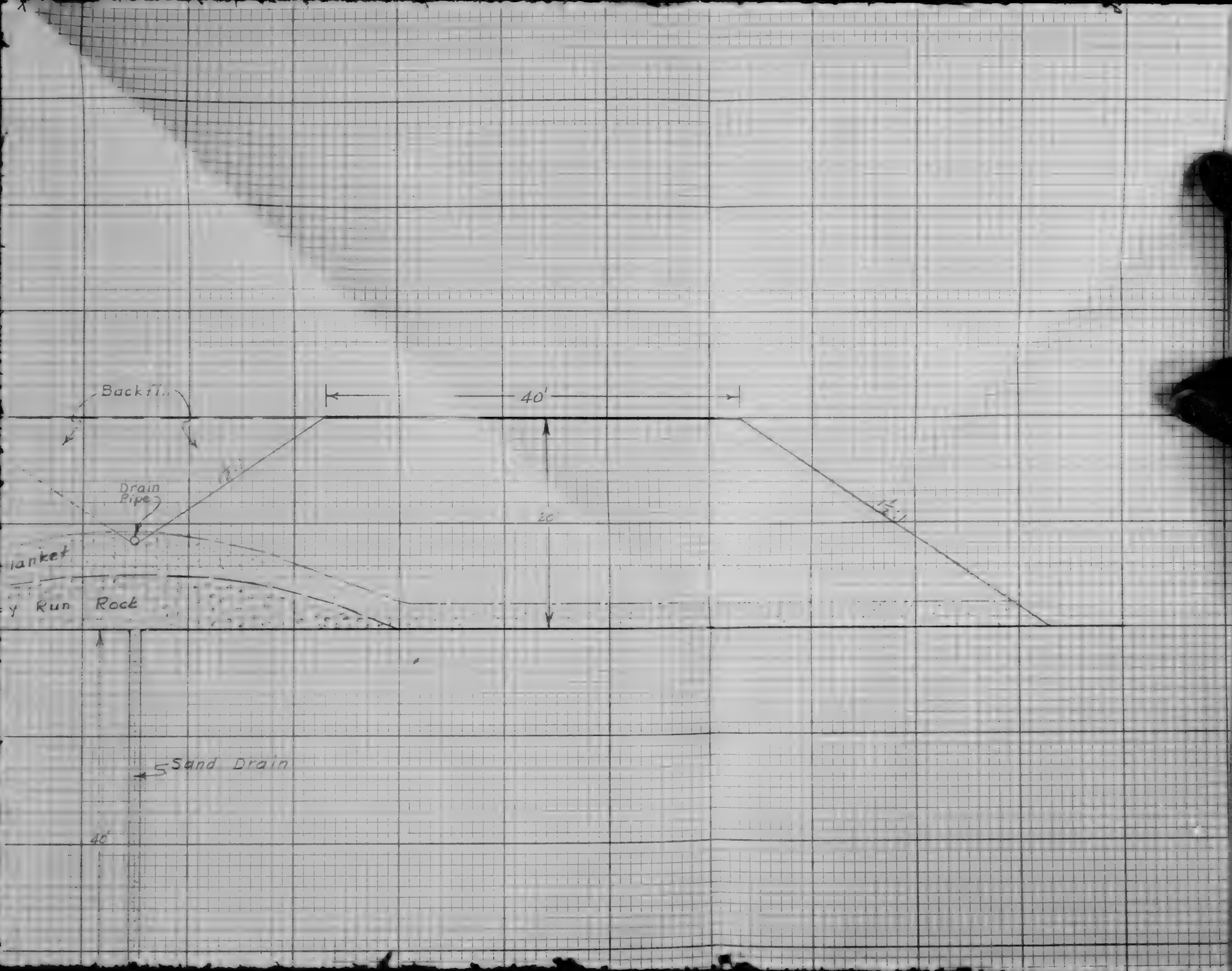
We will hold the Work Order here pending further explanation and justification for the proposed work.

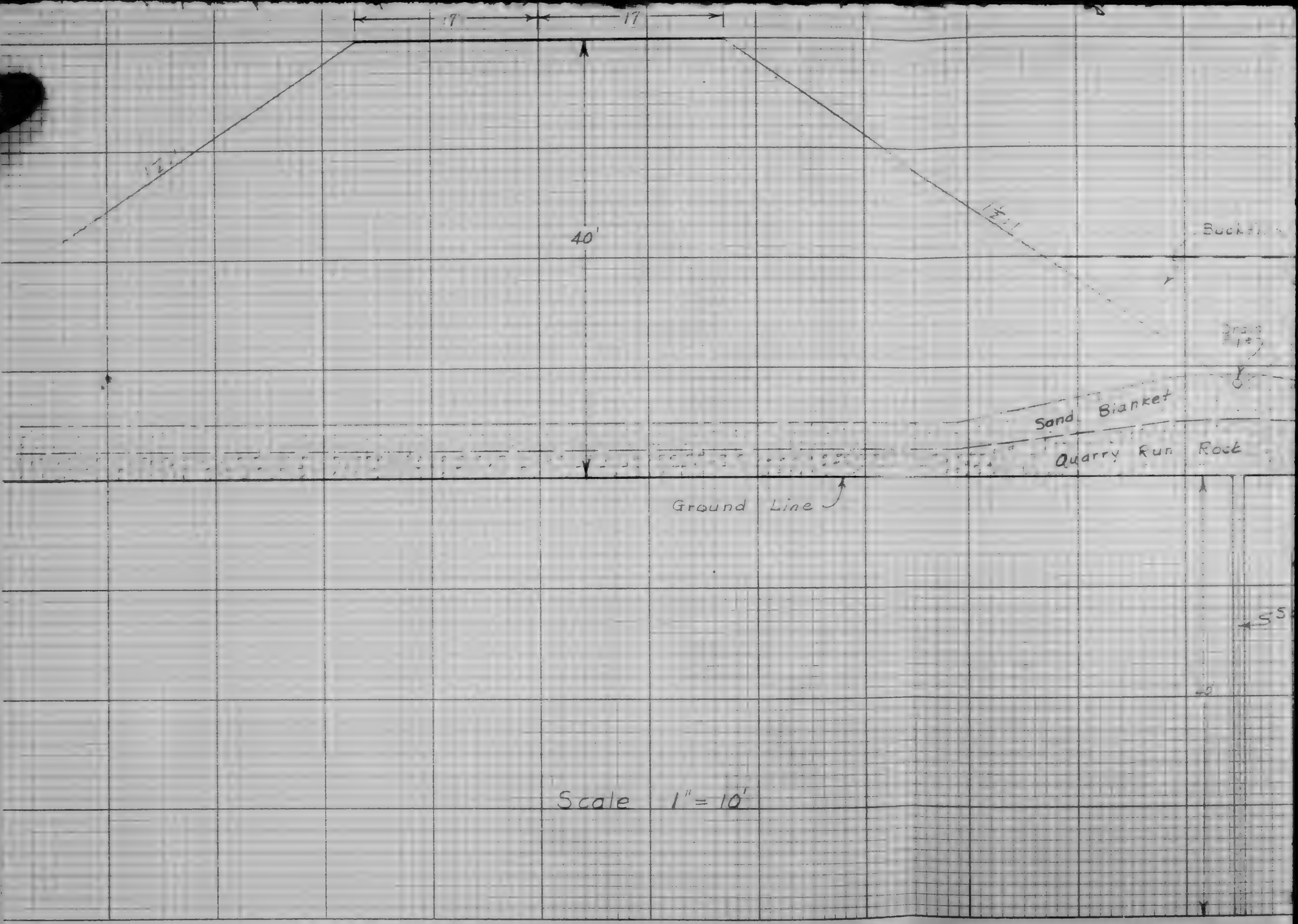
Very truly yours,

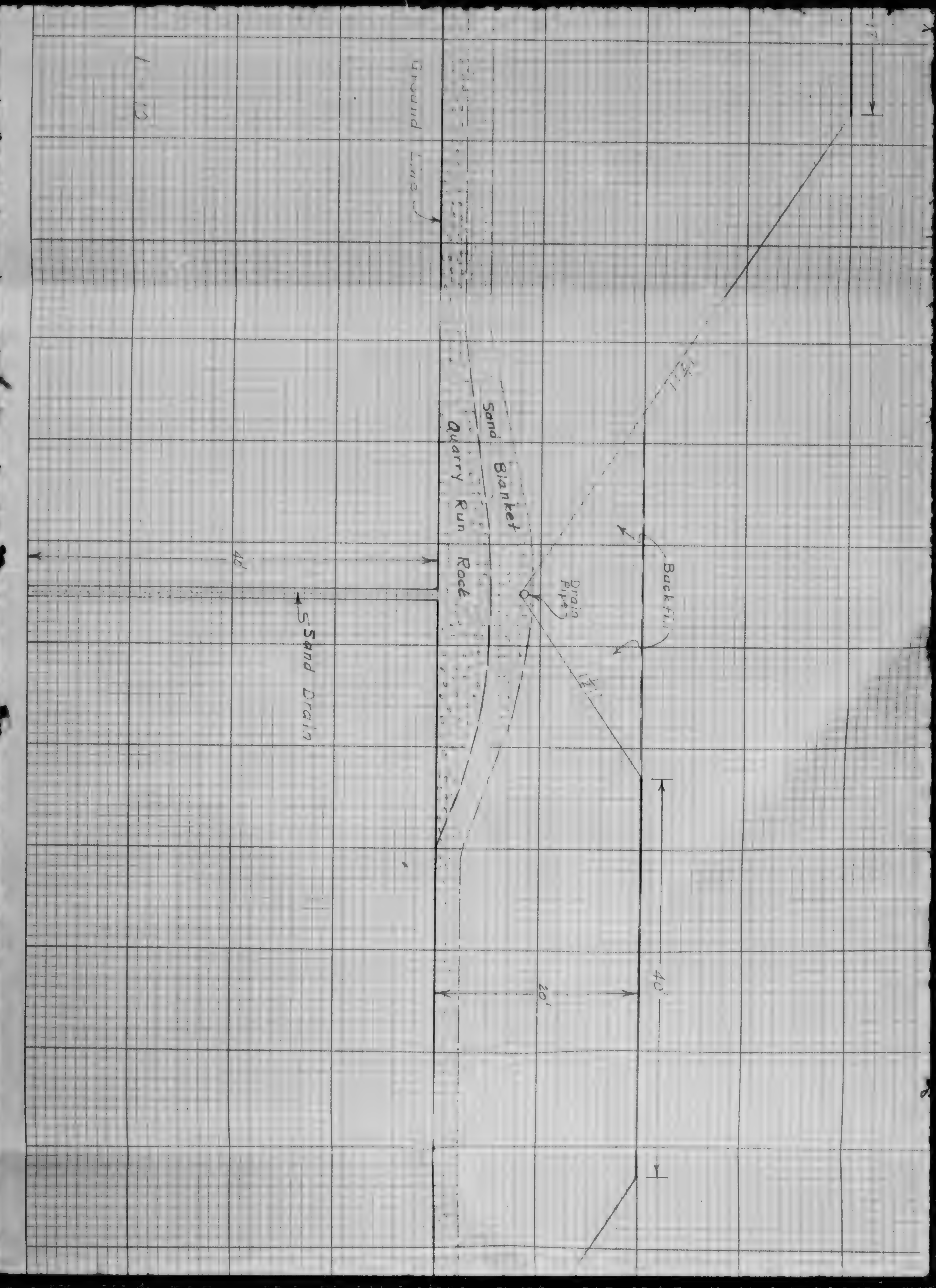
C G Polk
C. G. POLK
Acting District Engineer

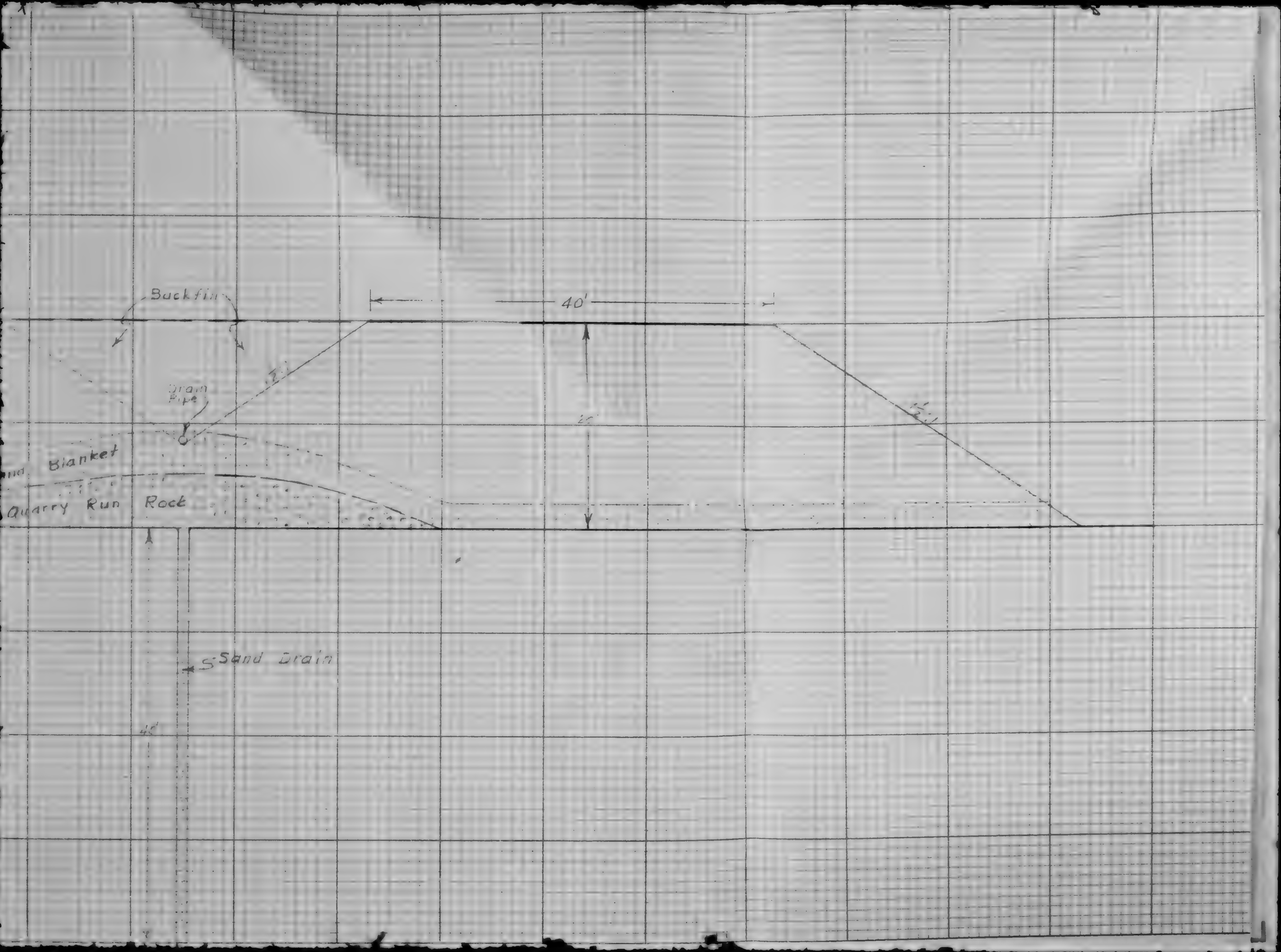

℄
7'
17'
40'
1¾:1
Backfill
Drain Pipe
Sand Blanket
Quarry Run Rock
Ground Line
5 San
40'

Backfill
40'
Drain Pipe
1½:1
20'
1½:1
Sand Blanket
Quarry Run Rock
Sand Drain
4'


Backfi..
40'
Drain Pipe
½:1
20'
1½:1
lanket
y Run Rock
5 Sand Drain
40'


17'
17
40'
1½:1
1½:1
Backfill
Drain 12"
Sand Blanket
Quarry Run Rock
Ground Line
5.5
Scale 1" = 10'


Ground Line
Sand Blanket
Quarry Run Rock
Drain Pipe
Backfill
5 Sand Drain
40'
20'
40'
1½:1
1½:1


Backfill
40'
2:1
2:1
20'
Drain Pipe
nd Blanket
Quarry Run Rock
5' Sand Drain
45'

RECEIVED
1951
FOR FILING
DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

7-13-51

3508

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-135(3)
Big Creek Section, Columbia
River Highway - Authorization to
commence construction

Dear Sir:

Your application on subject project dated July 2, 1951 was received in this office on July 2, 1951.

The work consists of grading, surfacing and paving of 2.04 miles of highway roadbed including three structures. One is a reinforced concrete bridge; one a reinforced concrete highway grade separation; the other a reinforced concrete box culvert. The new construction will eliminate a dangerously narrow section of the old road on tortuous alignment and on which annual maintenance costs are excessive.

The quantity of steel required totals 42.1 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Bolk
C. G. BOLK
Acting District Engineer

NOTED
W. C. WILLIAMS

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1951
FOR FILING
OREGON DISTRICT

File.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project No. F-135(3), Big Creek Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

330-1705 Stanfield (Coe Ave.) Grading 1951
& Bituminous Macadam Surfacing
#3559 Project in Stanfield

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FOR FILING

June 15, 1953

Mr. E. W. Barnes
City Attorney
Hermiston, Oregon

Dear Sir:

Under separate cover, I am forwarding you a print of the construction plan of the Stanfield Project (Coe Avenue), Contract No. 3559. There was only the one contract in 1951. You will see from this profile that the bituminous macadam is 20 feet wide from Station 2+30 to Station 15+90. From Station 15+90 to Station 21+00 it is 40 feet wide in general, having a taper on each end, the 20 feet extra being on the side of the school playground. From Station 21+00 to Station 34+05 the bituminous macadam is again 20 feet in width.

I think from this you will have no trouble identifying the places where Olson may have placed some extra width paving, which, i of course, would be at the instigation of the property owners and not the Highway Department.

If you are unable to identify the disputed lots on the profile, you may call W. S. Hodge, Resident Engineer, Pendleton, Phone 280, who will be glad to run down and go over the street with you. He was the resident engineer on the project and undoubtedly will remember all the details.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. A. F. Parson
Mr. W. S. Hodge

RECEIVED
FOR FILING

[illegible]

3559

[illegible]

June 15, 1953

Mr. E. W. Barnes
City Attorney
Hermiston, Oregon

Dear Sir:

Under separate cover, I am forwarding you a print of the construction plan of the Stanfield Project (Coe Avenue), Contract No. 3559. There was only the one contract in 1951. You will see from this profile that the bituminous macadam is 20 feet wide from Station 2+30 to Station 15+90. From Station 15+90 to Station 21+00 it is 40 feet wide in general, having a taper on each end, the 20 feet extra being on the side of the school playground. From Station 21+00 to Station 34+05 the bituminous macadam is again 20 feet in width.

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. A. F. Parson
Mr. W. S. Hodge

No. 4286
By wcw

ASSIGNMENT

Date: June 12, 1953

Description: Letter of June 8 by E. W. Barnes, City Attorney of [illegible] Stanfield, regarding projects in Stanfield under $250,000 special State Tax Street Fund.

Acknowledged by _____ Referred to _____Smith ✓_______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for _____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6 15 53 me Report received ________

Remarks:

Councilmen
Karl Krause
Emmett Myers
George Wachtel
Jess Meade
Henry A. Teft
Mable Richards

CITY OF STANFIELD

JOSEPH T. BARRY, Mayor
Phone 522
STANFIELD, OREGON

City Officials
J. O. Reeves
City Recorder
Emma Gabriel
City Treasurer
E. W. Barnes
City Attorney

June 8, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In August of 1951 your department paved certain portions of Coe Avenue, from Old Oregon Trail to the east city limits, a distance of approximately 0.62 miles, in connection with the $250,000 city allowance fund. I believe that this was done May 2, or at least the contract was entered into at that date.

The paving, as I recall it, was done by Olson Construction Company, and was designated as Contract No. 3559. I believe there was a second contract for paving of this street, but am not sure. The records of the city seem to indicate that they paid your commission $3,500 on or about July 6, 1951, and $2,155.50 on or about July 31, 1951. It now appears that Olson Construction Company is suing several of the property owners for paving in front of their places of business on Coe Avenue. Would you kindly advise just what the width of the paving was that was completed under the State Contract, and whether or not there were one or two contracts.

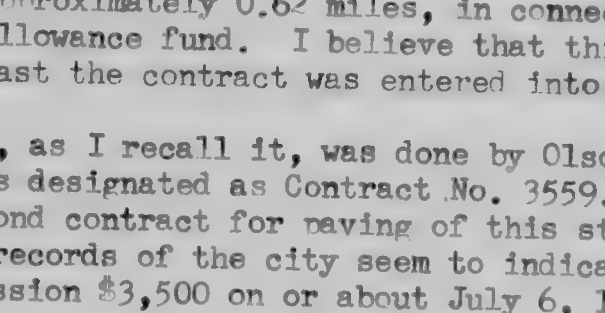
Very truly yours,

E. W. Barnes
City Attorney
Hermiston, Oregon

EWB:bj

NOTED
W. C. WILLIAMS

Stanfield, Oregon — Gateway to McNary Dam



RECEIVED
[illegible]

FORM A-180 8M 11-51

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. F. HAGEMANN

City of Stanfield
Stanfield, Oregon

Attn: Mrs. Lorna Alvarez
City Recorder

Invoice No.	23892
Date	May 22, 1952
Your Req. No.	
Billing Request No.	oc 31
Credit distribution:	330-1705-299

Agreed city share of 1951 Special City Allotment Project costs for grading and bituminous macadam surfacing of Coe Avenue. Work done under Contract No. 3559 and covered by agreement dated April 10, 1951.

	Advance Deposits		$7,155.50
FINAL COSTS			
Contract Items		20,050.32	
Construction Engineering		1,547.42	
Survey		544.01	
	Total	22,141.75	
	Agreed State Share	15,000.00	
	Agreed City Share		7,141.75
	To be refunded		$ 13.75

STATE PRINTING 83353

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Jan. 17, 1952
(date)

3559	3-final	Russell Olson Construction Co.
(CONTRACT NO.) 3559	(EST. NO.)	(CONTRACTOR)

373	R-32233	$ 599.38	Jan. 17, 1952
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: None

Completion Date: Sep. 30, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN [illegible]

A.A. Wicklander

[illegible]

1-18-52

RECEIVED
JAN 9 1952
FOR FILING

January 7, 1952

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3559 for grading and surfacing on the Stanfield (Coe Ave.) City Street Section in Umatilla County was completed by the contractor, Russell Olson Construction Co., Inc., on September 30 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $599.38 will be released to the contractor on or after January 17, 1952. The total contract amount is $19,979.30, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. H. B. Waterbury
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
[illegible] 1951
FOR FILING

[illegible]

3559

December 4, 1951

Peerless Casualty Co.
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Russell Olson Construction Co.,Inc. on contract No. 3559, for grading and surfacing on the Stanfield (Coe Ave.) Section in Umatilla County.

This payment, in the amount of $2,303.56, will be released to the contractor on or after December 14, 1951. The retained percentage is $599.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. M. B. Waterbury
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-4-51 gf

10 - 3 - 51

STANFIELD

PRELIMINARY ESTIMATE

10/3/51

Coe Avenue from Main Street (Oregon Trail Highway) to easterly city limits, a distance of approximately 0.62 mile.

Grade, place base rock and 20' width of B-2 bituminous macadam wearing surface.

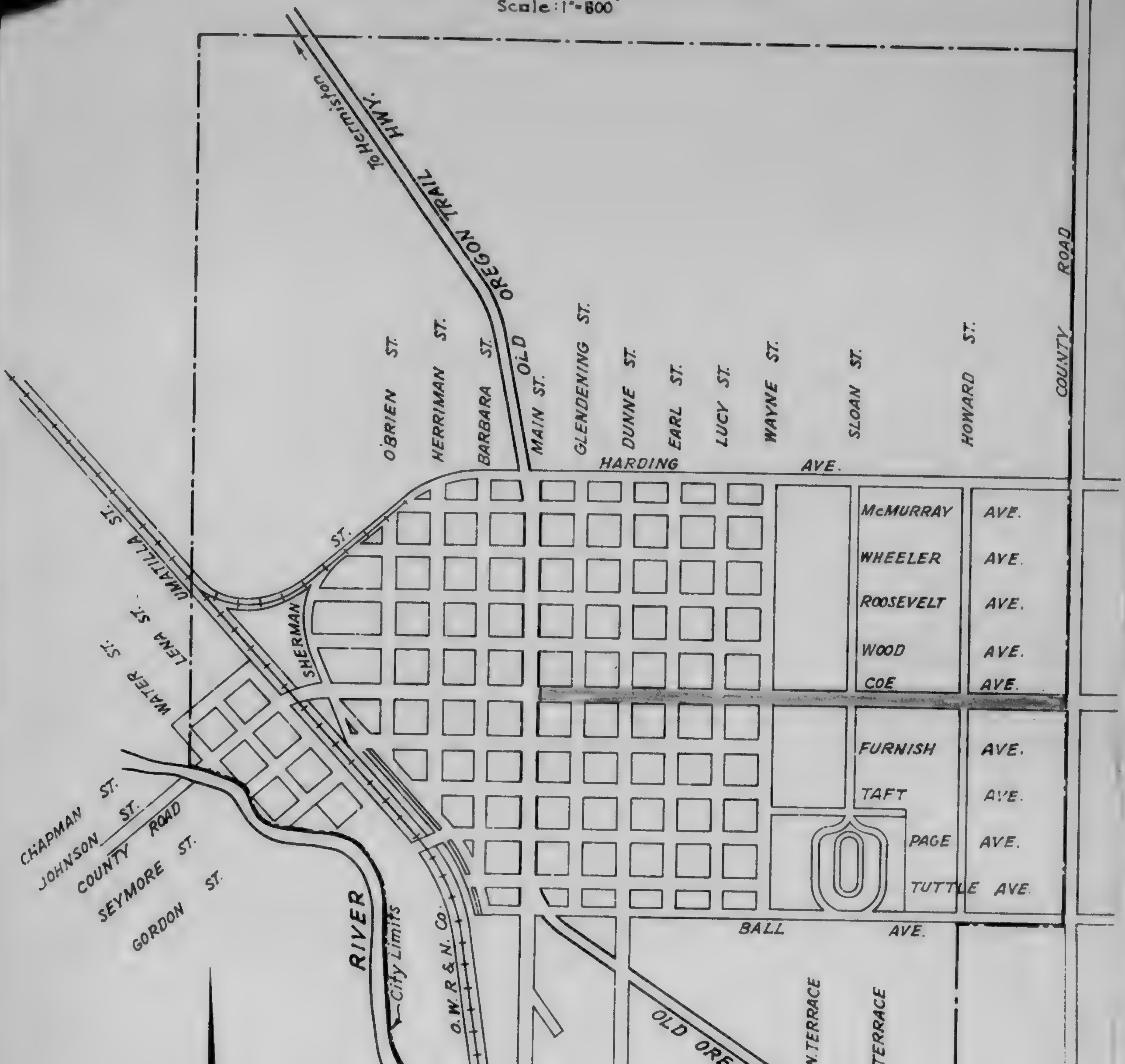
Item	Quantity		Unit Price	Total
Excavation	1000	c.y.	$ 1.00	$ 1,000.00
3"-0 base rock	2000	c.y.	2.50	5,000.00
3/4"-0 in base & shoulders	800	c.y.	3.25	2,600.00
Preparation of base	0.62	mile	1,000.00	620.00
Sprinkle	60M	gal.	2.00	120.00
Asphalt in prime coat	10	tons	60.00	600.00
Furnish & place aggregate	670	c.y.	5.00	3,350.00
Furnish & place 151-200	55	tons	50.00	2,750.00

Preliminary Estimate of Construction	$16,040.00
12-1/2% Engineering & Contingencies	2,000.00
Preliminary Engineering	500.00
	$18,540.00

Total Estimate $18,500

STANFIELD

Scale: 1"=800'



Rev. 9-22-49

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report #4
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 29, 1951

Section Stanfield (Coe Ave.)

Kind of work Grading & Bit. Mac. Surfacing

Highway City Streets

Section prefix 330-1705

Contractor Russell Olson Const. Co.

Contract number 3559

Date of contract August 2, 1951

Date of completion September 30, 1951

Date work started September 6, 1951

Estimated date of completion Sept. 29, 1951

Amount of contract $21,675.00

Per cent of time elapsed 98.3 %

Estimated cost of completed project, exclusive of engineering $22,650.38

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $823.85, 47.5 %

Date project was completed Sept. ~~29~~ 30, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Began oiling at Stanfield Sept. 25 putting on 1st. course of MC 2 on side strips and street approaches and finished the section Sept. ~~29~~ 30th.

NOTED
H. G. SMITH

NOTED

RECEIVED
OCT 2 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed N. L. Hoop

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	Base SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.6	.6		.6	
Miles partially completed	.6	.6		.6	
Miles completed	.6	.6		.6	
Total estimated quantities	2100	2000		550	
Estimated quantities moved or placed to date	2100	2000		550	
Average daily quantities	200	500		183	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				18	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels .....1...., Power graders ......1...., Rollers ....1....., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks. ....7........, Distr.. ....1........, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Pt. Cloudy		
Tuesday	Rain-cloudy		
Wednesday	Fair		
Thursday	Fair-warm		
Friday	Overcast		
Saturday	Cloudy-showers		

RECEIVED
FOR FILING

[illegible]

3559

September 17, 1951

Russell Olson Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3559, which was awarded to you on August 2, 1951, by the State Highway Commission, covering grading and bituminous macadam surfacing on Stanfield (Coe Ave.) City Street in Umatilla County, Oregon. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

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AUG 7 1951
FOR FILING

[illegible]

[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 6, 1951

NOTED
H. B. GLAISYER

H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer:

Acknowledgment is made of the receipt of the assignment of the City of Stanfield, in Umatilla County, under which $4,228.88 will be withheld from the next moneys payable to that city for credit of the State Tax Street Fund.

The assignment has been placed on file.

Yours very truly,

EARL T. NEWBRY
Secretary of State

By Harold F. Phillippi
Manager
Accounting Division

HFP:al

[illegible]

[illegible] make 6 copies of this

RECEIVED
FOR FILING

August 4, 1951

query
File resolution in contract - balance in general file

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Newbry:

The State Highway Commission at its meeting on July 16, 1951 received bids for grading and bituminous macadam surfacing on Coe Avenue in the City of Stanfield, Umatilla County. The contract has been awarded to Russell Olson Construction Co., Inc., Pendleton at $21,675.00. According to the agreement between the State Highway Commission and the city, the city is obligated to pay all costs in connection with construction, surveys and engineering supervision over and above the sum of $15,000.00. The total estimated cost of the project, including surveys and engineering supervision, is $24,884.38, of which amount, according to the agreement referred to, the city's share is $9,884.38.

The State Highway Commission has received from the City to apply on this account the sum of $5,655.50, leaving a balance of $4,228.88 yet to be paid. To take care of this item, the City Council at its meeting on July 31, 1951 adopted a resolution whereby there is assigned to the State Highway Department from the city's share of future state tax street funds the sum of $4,228.88. I attach hereto a copy of that resolution which bears the signature of L. W. Dixson, Mayor, attested by Lorna G. Alvarez, City Recorder.

It will be appreciated if you will honor this assignment and pay to the State Highway Department from the city's share of future state tax street funds a sufficient amount to take care of this obligation.

Kindly acknowledge receipt of this letter and advise whether or not the assignment meets with your satisfaction.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

J. W. Cattrall
M. H. Hawke

cc: W. C. Williams
S. H. Probert

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1951
FOR FILING

1705

3554

RESOLUTION NO. ____

WHEREAS, the Common Council of the City of Stanfield did by letter of July 24, 1951, addressed to Mr. Cattrall, Engineer, County and City Relations, State Highway Commission, advise that the City of Stanfield has agreed to the estimated cost of the Coe Avenue project in Stanfield and,

WHEREAS, it is the State Highway Commission's policy on projects involving cities' or counties' funds that such funds be deposited in advance of the award of the contract. It is further required that these funds be deposited in approximately the full amount, the final adjustment being made after the project has been completed, and final costs are known, and,

WHEREAS, in this instance, the deposit of $3500.00 made by the City of Stanfield was based upon the Highway Department's preliminary estimated and set forth in the agreement covering this work dated April 10, 1951. This increase is due partially to the additional drainage work requested by the City, and partially to rising construction costs, and,

WHEREAS, at present there is a balance of $6,384.38 that is not on deposit with the State Highway Commission. It is understood that the City has on hand $2155.50, which has been set aside for this project, and is willing to advance this amount at this time. As assignment of this City's future State Tax Street Fund allocation for the remaining $4228.88 would be acceptable to the State of Oregon. This would enable the State Highway Commission to award this contract in time for completion this year.

NOW THEREFORE, BE IT RESOLVED by the Common Council of the City of Stanfield, that said City does hereby assign the City's future State Tax Street Fund allocation for the remaining $4228.88 above mentioned to the State of Oregon, and the Secretary of State is hereby authorized to withhold the said first $4228.88 from the City's allocation, and to transfer this amount to the State Highway Department, and, the amount of this assignment should be adjusted according to the cash payment, so that the additional deposit will total $6,300.00, it being understood that any unused funds will be returned to the City. It being the intent of the City to pay the balance of its share of the cost of the construction project on Coe Avenue out of the funds made available to the City under the provisions of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws, 1949, and for such purpose the City hereby assigns to the State Highway Fund the first of the funds accrued to said City during the year 1952, said sum to be paid to the State of Oregon as soon as the allocation of funds has been made to the City of Stanfield.

Passed by the Council this 31st day of July, 1951.

Approved by the Mayor this 31st day of July, 1951.

/s/ L. W. Dixson
Mayor

ATTEST:

/s/ Lorna G Alvarez .
City Recorder

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[illegible] 1951
FOR FILING

AGENDA
AUG 3 1951

6.K

August 2, 1951

Russell Olson Construction Company, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on July 16, 1951, accepted your proposal to construct the grading and surfacing project in the City of Stanfield (Coe Avenue), Umatilla County, for the sum of $21,675.00, and awarded the contract to you subject to the condition that the City of Stanfield would agree to contribute all necessary funds in excess of $15,000.00. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:sr
cc R. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, SIAC

5.A

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

12:00 M.
Salem, Oregon
August 2, 1951

Russell Olson Construction Company, Inc.
Pendleton, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and surfacing project in Stanfield (Coe Avenue), for which you submitted low bid on July 1[illegible]. Contracts forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

CC: Confirmation
C. W. Head
Auditor (5001-900)
Files

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AUG 2 1951
FOR FILING
FORM E-90 25M 8-50 42200

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Herewith Check No. 204 from the City of Stanfield in the amount of $2,155.50. This amount represents a partial payment on the advance deposit of the City's share in the cost of the $250,000 city allotment project on Coe Avenue in Stanfield. The remainder of the City's share will be paid by means of an assignment of the City's future State Tax Street Fund allotments.

check to acc Div
8-2-51

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. M. H. Hawke

query

RECEIVED
JUL 1951
FOR FILING

July 27, 1951

Mrs. Lorna G. Alvarez
City Recorder
Stanfield, Oregon

Dear Madam:

Reference is made to your letter of July 24 to Mr. Cattrall, Engineer, County and City Relations, in which you advise that the City has agreed to the estimated cost of the Coe Avenue project in Stanfield.

It is the Highway Commission's policy on projects involving cities' or counties' funds that such funds be deposited in advance of the award of the contract. It is further required that these funds be deposited in approximately the full amount, the final adjustment being made after the project has been completed and final costs are known.

In this instance, the deposit of $3,500 made by the City of Stanfield was based upon the Highway Department's preliminary estimate of $18,500. The present cost of this project, based on low bid received, is $24,884.38 which is $6,384.38 more than originally estimated and set forth in the agreement covering this work dated April 10, 1951. This increase is due partially to the additional drainage work requested by the City and partially to rising construction costs.

At present there is a balance of $6,384.38 that is not on deposit. It is understood that the City has on hand approximately $4,000 which has been set aside for this project and is willing to advance this amount at this time. An assignment of the City's future State Tax Street Fund allocation for the remaining $2,300 would be acceptable. This would enable us to award this contract in time for completion this year.

This assignment should be in the form of a resolution which authorizes the Secretary of State to withhold the first $2,300 from the City's allocation and transfer this amount to the State Highway Department. The amount of assignment should be adjusted according to the cash payment so that the additional deposit will total $6,300. Any unused funds will be returned to the City.

If the above stated conditions are promptly complied with, we can make an early award of the contract to the Russel Olson Construction Co. who submitted the low bid on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: Mr. Lonzo W. Dixson,
Mayor, City of Stanfield

Mr. J. W. Cattrall

CITY OF STANFIELD
STANFIELD, OREGON

NOTED
J. W. CATTRALL

Stanfield, Oregon
July 24, 1951

OREGON STATE HIGHWAY COMMISSION
Attn: Mr. John W. Cattrall
Engineer, County and City Relations

Dear Sir:

The City of Stanfield has agreed to the State Highway commission estimate on the cost of Coe Avenue project in Stanfield and will pay the City's share of the project cost over $15,000.00. The first payment of $3500.00 has already been received by your office.

Very truly yours,
By: Lorna G. Alvarez
City Recorder

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~~JUL 2 3 1951~~
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUL 2 5 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUL 23 1951
FOR FILING

230-1703

3559

July 20, 1951

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $21,675.00, submitted by you on July 16, 1951, for grading and surfacing Coe Avenue in the city of Stanfield, in Umatilla County. Yours was the low bid received for this project and the Commission awarded the contract to you subject to agreement by the city of Stanfield to provide all funds in excess of $15,000 which will be advanced by the State.

The Engineer was authorized and instructed to prepare contract forms for execution by you when conformation by the city of Stanfield to furnish excess funds has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc S H. Probert

NOTED
J. W. CATTRALL

July 18, 1951

Mrs. Lorna Alvarez
City Recorder
Stanfield, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

On July 16 the State Highway Commission received a satisfactory bid from the Russell Olson Construction Co. for the grading, rock base, and bituminous macadam surfacing of Coe Avenue in the City of Stanfield. The total cost of the project, however, will be considerably in excess of the original estimate of $18,500 plus $1,500 for additional drainage work requested by the City.

The present estimate of cost, based on the low bid received, is as follows:

Contract Items	$21,675.00
Engineering (8%)	1,734.00
Contingencies (4-1/2%)	975.38
Survey	500.00
TOTAL	$24,884.38

On the basis of the above estimate and in accordance with agreement between the City and State, the City's share of the project costs would total $9,884.38 which is $6,384.38 more than the $3,500 already deposited. From past experience we have found that the 4-1/2% contingency item is seldom used on jobs of this type. Such being the case, the cost to the City over and above the original $3,500 deposit would more nearly approach $5,800.

In any event, the City of Stanfield would be required to pay all costs of the project over $15,000. No additional deposit would be required; however, the City would be billed for the balance due after completion of the project and final costs have been determined--sometime near the first part of 1952.

Award of a contract is being held pending the City advising as to whether or not they are willing and able to pay the additional costs of the project. Please advise us as soon as possible if the City wishes to proceed with the project as outlined above.

A copy of the plans and specifications is enclosed for the City's information and records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

cc: Mr. Lonzo W. Dixson, Mayor

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1951
FOR FILING

FORM E-30 25M 8-50 42886

33[illegible]

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Stanfield

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

chk to acct Div.
7-10-51

Herewith Check No. 178 in the amount of $3,500 received from the City of Stanfield. This check represents the advance deposit on the city's share in the estimated cost of the proposed $250,000 special city allotment project in Stanfield.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Encl.

cc: Mr. M. H. Hawke

BY SECRETARY

NOTED
J. W. CATTRALL

Salem, Oregon
June 5, 1951

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. Pease

I am returning herewith field data on the 1951 city allotment project in the City of Stanfield.

The work as proposed called for a Type B-2 bituminous macadam wearing surface. It will be noted in the specifications that the aggregate sizes have been modified to correspond to that which is available in this area. The field estimate is more than that agreed to by the city and approved by the Highway Commission; however, the addition of drainage items which the city originally planned to do themselves has increased the cost. We have a letter in our files from the City of Stanfield in which they state they will pay for the additional cost over and above the original estimated city's share of $3,500.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. V. O'Neil

NOTED
[illegible]

J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Stanfield 5-28-51

Called on A. J. Watson and talked over proposed drainage in Stanfield. He said there might be a possibility of going other method to drain Coe Avenue but he would like to see grant plans constructed if possible.

I met the Stanfield and advised City officials that a certain amount of drainage [illegible] necessary [illegible] showed condition [illegible] been found for the drainage and have given attention.

Mr. Watson and I agree it might be better to specify an 8-11 oil mat with binder Course of (Item 1) B-2 as rock of proper size is not available for B-1 job.

H. Hughes

Stanfield, Oregon
May 25, 1951

NOTED
J. W. CATTRALL

Harold C. Ayers
Field Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The City of Stanfield agrees to appropiate $1500.00 that you requested for improvement of Coe Avenue in access of $3500.00 that was agreed upon April 10, 1951.

Very truly yours,
L W Dixson
Mayor

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MAY 28 1951
ENGINEER
COUN[illegible] [illegible]TIONS

NOTED
Harold C. Ayers

RECEIVED
MAY 2 1951
FOR FILING

May 2, 1951

Lorna G. Alvarez, City Recorder
City Hall
Stanfield, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Stanfield covering the improvement of Coe Avenue from Main Street (Old Oregon Trail) to the east city limits, a distance of approximately 0.62 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

March 29, 1951

Mrs. Lorna Alvarez
City Recorder
Stanfield, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

Enclosed are two copies of an agreement covering a construction project on Coe Avenue in Stanfield. This agreement is in accordance with the special city allotment project as requested by the city and approved by the State Highway Commission.

Your attention is called to paragraph (h) on page 3 which provides that the city shall deposit with the state the sum of $3,500 on demand by the state. Your letter of October 26, 1950, indicates this deposit has the approval of the City Council. You will be notified at a later date when this deposit will be required.

Will you please return both copies of the agreement, signed by the Mayor and City Recorder with their signatures attested by a third party, to this office. After signature by the State Highway Commission, a duly executed copy of the agreement will be returned for the city's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

NOTED
J. W. CATTRALL

January 29, 1951

Mrs. Carol Krause
City Recorder
Stanfield, Oregon

Dear Madam:

I am replying to your letter of January 23 in which you inquire as to the status of your special city allotment project request - also, when you will be required to make the deposit covering the city's share of this project.

The investigation of all the requests received has just recently been completed. A report covering all these investigations has been prepared and presented to the Highway Commission. It is believed that the Highway Commission will act upon this at its next meeting. As soon as the Commission has approved the 1951 city allotment program, the individual cities will be notified.

If the Highway Commisson approves a project for Stanfield, the deposit that you mention will not be required until such time as the work is ready for contracting. Just when this will occur is impossible to say at this time. The amount of the deposit will be all over $15,000 of the total cost and is presently estimated to be $3,500.

If I can be of any further service to you, do not hesitate to call on me.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM

Stanfield, Oregon
January 23, 1951

State Highway Commission
Salem, Oregon

Attention: Mr. James Cattrell

Dear Sir:

Our records show that the City of Stanfield has applied for the paving of "Market Road" in our city, through the special fund set up by your Department for aid to small cities on streets with an unusual amount of traffic. We would like to inquire the status of this project at this time, and when you will require the portion of the money we are to put up for same, and what amount this is to be.

Very truly yours,

CITY OF STANFIELD

By: Mrs Carol Krause
City Recorder

RECEIVED
JAN 29 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible]
[illegible] COMMISSION

CITY OF STANFIELD
STANFIELD, OREGON

October 26, 1950

NOTED
J. W. CATTRALL

Harold C.Ayers,Field Engineer
County and City Relations
Salem, Oregon.

Dear Mr.Ayers:-

Since your trip here in the interest of the City's allocation from the Special Fund for City streets, not a part of the State Highway,I have talked with a majority of the members of the City Council about the estimate of price of $18,500.00 that you think will be necessary to do a good rebuilding of Cee Avenue. They have expressed a favorable reply to the estimate and you are hereby authorized to proceed as the Commission approves.

Thanking you for your consideration and interest in this matter,I am

Yours very truly,

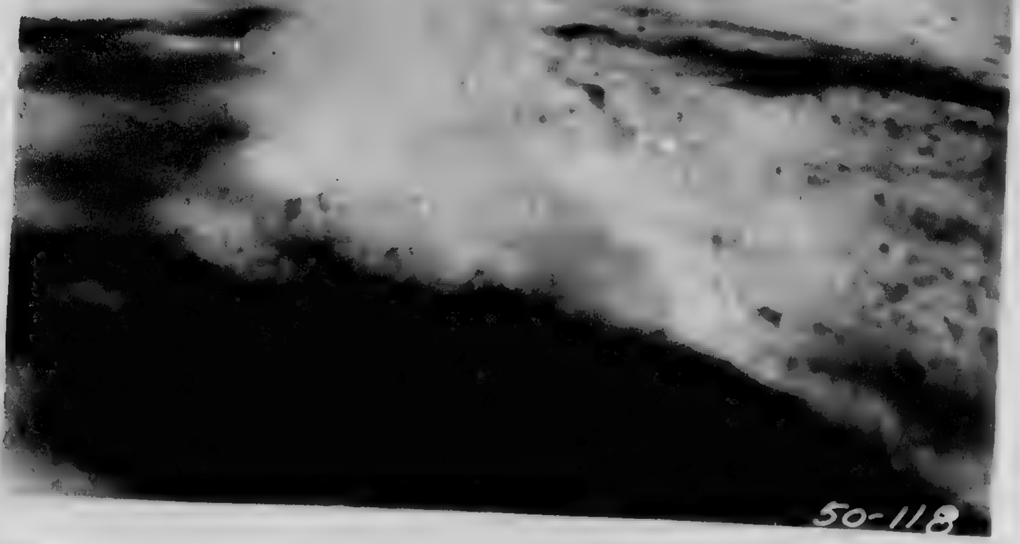
Mayor

Donald J. Childs

RECEIVED
OCT 30 1950

NOTED
Harold C. Ayers

9-28-50



50-118

Form cc-50
Special City Allotment

9-15-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Stanfields is an incorporated city of the State of Oregon, and has a population of 565, as given by the latest official census, and

WHEREAS, the following streets of said city,
Coe Avenue - has been black topped but is
in a rough condition due to climatic
conditions - 5100 ft approximately
Ball Avenue - was formerly State Hiway. Has a good
base. Used by heavy hay trucks + School bus. Needs
renovating + oiling 3160 ft." Harding St. East
end needs building for farm trucks. 1860 ft"
are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in ~~regular~~ or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Coe Avenue - Entire street East End to West End
of town approximately 5100 ft.

Ball Avenue - from Highway to East end of St approx 3160 ft

Harding St - from Wayne St to " " St approx 1860 ft
are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Stanfield does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor Don G. Childs as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 15th day of September, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

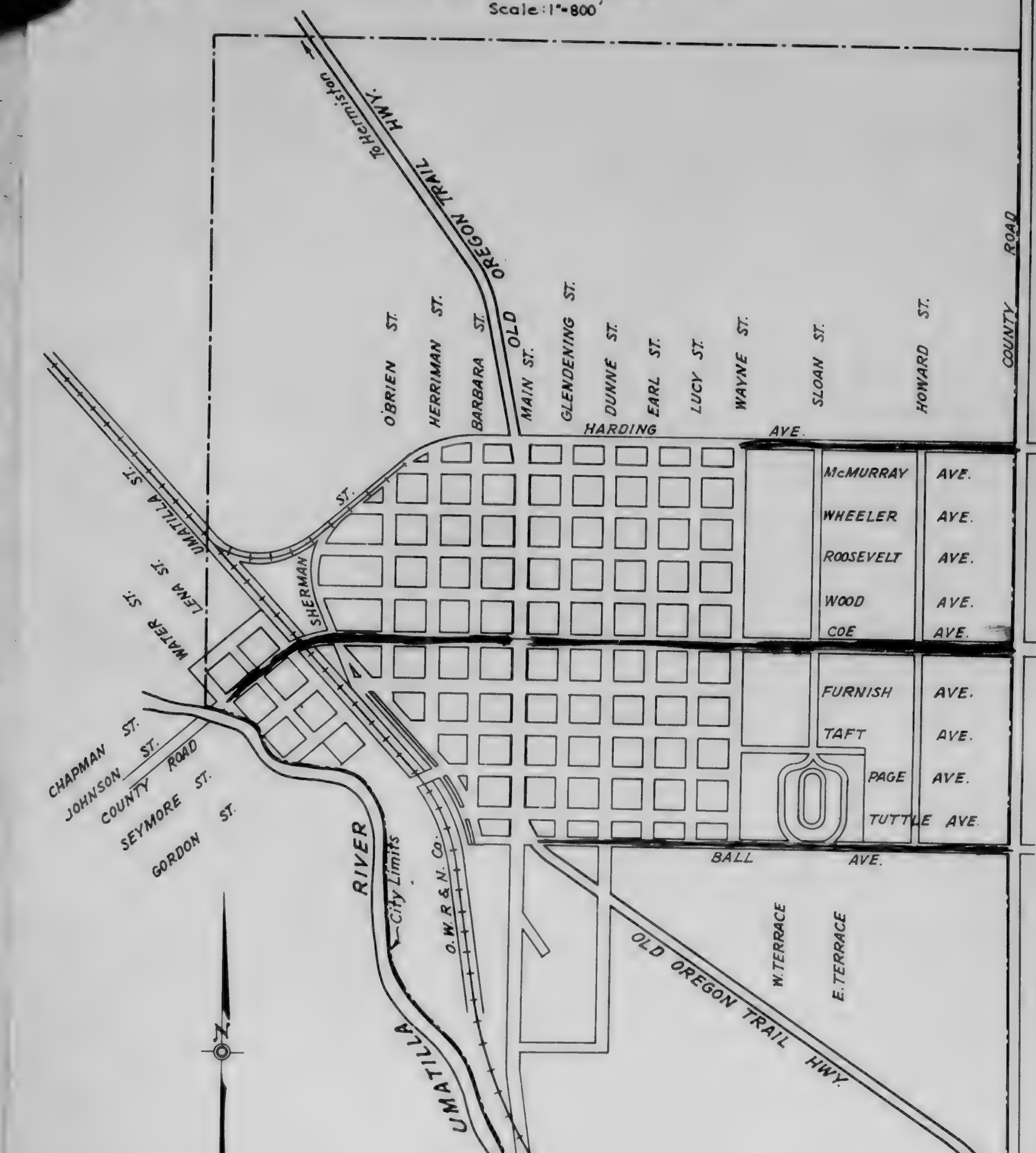
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stanfield at a regular or special meeting of said council, held on the 15th day of September, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of September, 1950.

Nettie E. Doan
City Recorder

STANFIELD

Scale: 1" = 800'



Form cc-50
Special City Allotment

5-5-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of [illegible] is an incorporated city of the State of Oregon, and has a population of 565, as given by the latest official census, and

Form cc-50

WHEREAS, the following street~~s~~ of said city, Coe Avenue, the entire length of the City street.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or ~~special~~ session assembled, do hereby find, declare and resolve:

1. That the following named street~~s~~ of said city, to wit, Coe Avenue, from the Bridge across the Umatilla River, being the west end of Coe Avenue, to the East boundary line of the City, which is the East end of Coe Avenue

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Stanfield does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Don Childs, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of May, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

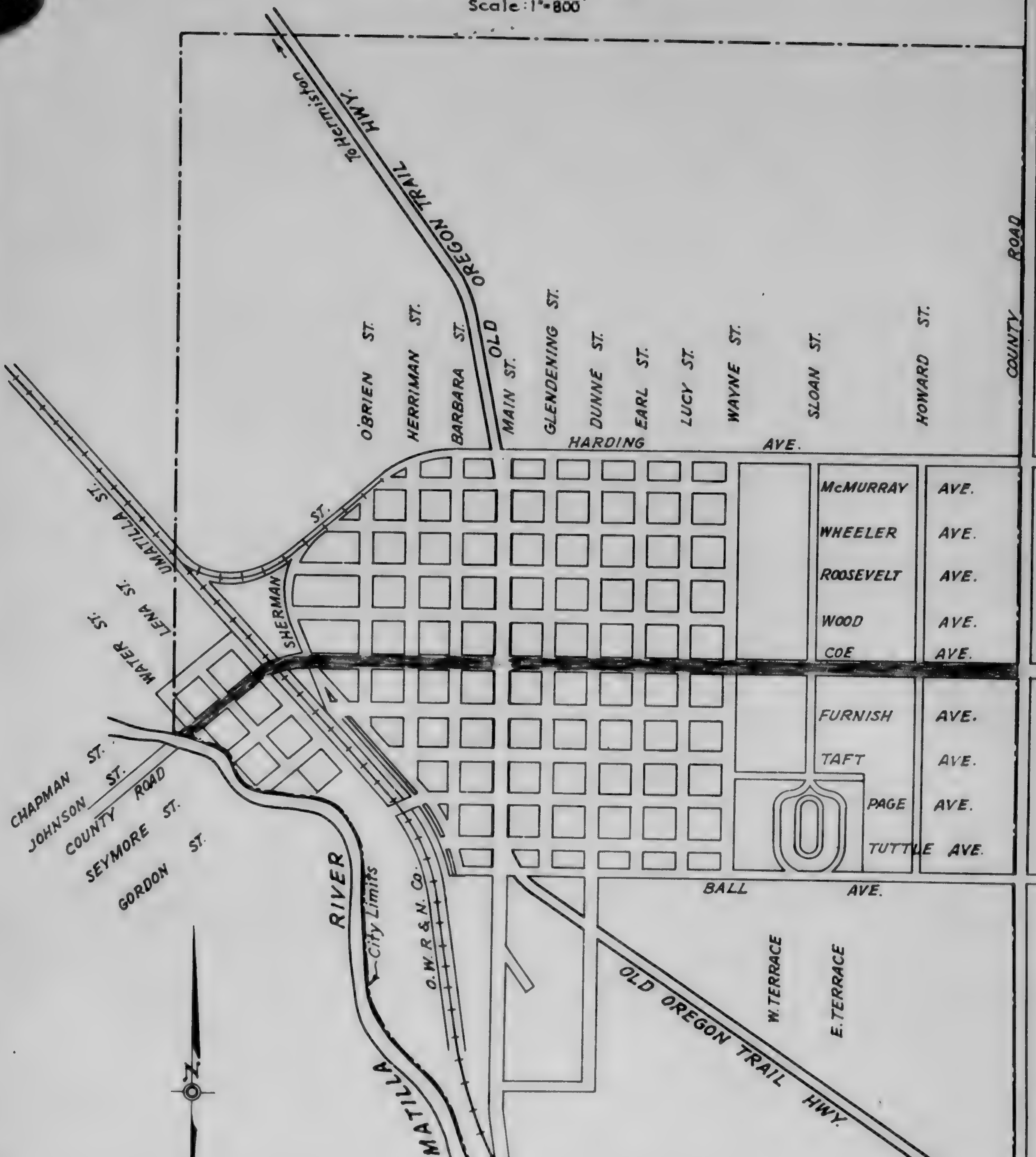
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stanfield at a regular or ~~special~~ meeting of said council, held on the 5th day of May, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 31 day of May, 1950.

Nettie E. Sloan
City Recorder

STANFIELD

Scale: 1"=800'



S-235(4) Salisbury-Baker Section 1951
of the Baker-Unity Highway
#3560

June 4th, 1953

Salisbury-Baker Section
~~Contract #3560~~

FINAL COST ANALYSIS

Bridge, Grading & Paving
Newport Construction Co., Contractor
Kevin Laughlin, Resident Engineer

Baker-Unity Highway
Prefix 1-1020 FAP S-235(4)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Clearing & Grubbing		All	$12,000.00		$ 1,662.44	$12,000.00
(1) Struct. Excavation	697.61	Cu. Yd.	5.00	2.60	1,816.70	3,488.05
(1) Trench "	1,583.06	" "	1.00	1.66	2,629.32	1,583.06
(1) Special Borrow Excav.	46,953	" "	0.35	0.34	16,156.44	16,433.55
(1) General Excavation	180,912.9	" "	0.60	0.62	112,583.99	108,547.74
(1) Truck Haul on Borrow	41,948.5	Yd. Mi.	0.15	0.145	6,107.94	6,292.28
(1) Short Overhaul	257,006	Yd. Sta.	0.02	0.02	4,882.66	5,140.12
(1) Long "	7,494.2	C-Yd. Sta.	0.60	0.52	3,919.68	4,496.52
(1) Rock Slope Protection	2,137.1	Cu. Yd.	2.00	2.22	4,749.12	4,274.20
(1) Finish B/P & Slopes	8.73	Mile	500.00	481.53	4,203.73	4,365.00
(1) Rounding Cutbanks	5,100	Lin. Ft.	0.15	0.17	867.10	765.00
(1) 18" Corr. Metal Pipe	1,100	" "	4.00	3.82	4,200.54	4,400.00
(1) 24" " " "	220	" "	5.70	5.72	1,258.35	1,254.00
(1) 36" " " "	192	" "	11.00	9.89	1,893.24	2,112.00
(1) 48" " " "	92	" "	16.00	14.17	1,303.34	1,472.00
(1) Salvage Culvert Pipe	697	" "	1.50	1.33	929.18	1,045.50
(2) Class "A" Concrete in Box Culvert	205.88	Cu. Yd.	55.00	44.66	9,194.60	11,323.40
(2) Metal Reinforcement in Box Culvert	30,463	Lb.	0.14	0.11	3,350.93	4,264.82
(2) Shoring, Cribbing Etc.		All	$2,000		1,150.00	2,000.00
(2) Excav. for Structure	122.07	Cu. Yd.	12.00	4.55	555.42	1,464.84
(2) Class "A" Concrete	142.26	" "	65.00	49.56	7,050.95	9,246.90
(2) Metal Reinforcement	32,100	Lb.	0.14	0.11	3,531.00	4,494.00
(1) Pit Run Gravel in Base	69,857	Cu. Yd.	0.62	0.71	49,885.52	43,311.34

Item	Quantity	Unit	Unit Bid	Cost	Total Cost	Gross Revenue
(1) 3/4"-0 Gravel in Base and Shoulders	10,989	Cu. Yd.	$2.30	$2.27	$ 24,937.28	$ 25,274.70
(1) Sprinkling	1,112.9	M/Gal.	2.50	2.62	2,914.58	2,782.25
(1) Preparation of Base	8.73	Mile	250.00	252.10	2,200.85	2,182.50
(1) 3/4"-0 Gravel in Binder Course	1,237	Cu. Yd.	3.30	3.08	3,805.81	4,082.10
(1) Furnish & Place RC-2 Asphalt in Binder Course	160.66	Ton	45.00	45.00	7,229.70	7,229.70
(1) Class "B" Asphaltic Concrete	18,292.565	"	6.05	6.54	119,679.75	110,670.02
(1) 3/4"-½" Cr. Gravel in SP	1,073.8	Cu. Yd.	2.75	2.58	2,770.04	2,952.95
(1) ½"-¼" " " " "	1,037.9	" "	2.75	2.58	2,677.82	2,854.23
(1) ¼"-#10 " " " "	530	" "	2.75	2.58	1,367.40	1,457.50
(1) PA #1, 84" Corr. Metal Pipe	64	Lin. Ft.	44.00	39.30	2,515.51	2,816.00
(1) PA #2, 12" Corr. Metal Culvert Pipe	142	" "	2.30	2.30	326.60	326.60
(1) PA #3, Prepare Stockpile Site	1	Each	50.00		48.10	50.00
(1) PA #4, Cement Rubble Masonry	17.63	Cu. Yd.	46.00	43.27	762.87	810.98
(2) PA #5, Cement Adjustment, Favor of Contractor	27	Bbl.	3.93	3.93	106.11	106.11
(1) PA #6, Refinish R/B & Slopes	.36	Mile	500.00	500.00	178.69	180.00
(1) PA #7, Excess 3/4"-0 Cr. Gravel in SP	5,809.1	Cu. Yd.	1.45	1.45	8,423.20	8,423.20
(1) SP Screen Rejects in SP	39.4	" "	0.25	0.25	9.85	9.85
(1) SP Hauling Screen Rejects	11.8	Yd. Mi.	0.12	0.12	1.42	1.42
(1) Haul Adjustment, Favor of Contractor	409.2	" "	0.12	0.12	49.10	49.10
					$423,891.77	$426,033.53

	Gross Revenue	Total Cost	Profit	Loss	Total Profit	% Profit	% Loss	Total % Profit on Job
(1) Newport Construction Co.	$393,133.46	$399,058.97		$5,925.51			1.5%	
(2) George Perry	32,900.07	24,832.80	$8,067.27	______		24%		
	$426,033.53	$423,891.77	$8,067.27	$5,925.51	$2,141.76			.5%

Salisbury-Baker
Contract #3560
Newport Construction Co.

Detail of Cost

Labor:

Supervision	$ 9,900.00	
Labor	139,108.20	
Labor Insurance	9,685.53	
		$158,693.73

Materials:

12"	Corr.	Metal	Pipe	142 lin. ft.	at $2.00	$ 284.00	
12"	"	"	Bands	6	" 2.57	15.42	
18"	"	"	Pipe	1,100 lin. ft.	" 2.78	3,058.00	
18"	"	"	Bands	38	" 4.15	157.70	
24"	"	"	Pipe	220 lin. ft.	" 4.25	935.00	
24"	"	"	Bands	13	" 5.15	66.95	
36"	"	"	Pipe	192 lin. ft.	" 8.45	1,622.40	
36"	"	"	Bands	10	" 8.45	84.50	
48"	"	"	Pipe	92 lin. ft.	" 11.90	1,094.80	
48"	"	"	Bands	4	" 11.90	45.60	
84"	"	"	Pipe	64 lin. ft.	" 30.40	1,945.60	
84"	"	"	Bands	3	" 46.70	140.10	
							9,450.07

Equipment Rentals & Misc. Supplies:

Equipment Rental, Owned	$ 76,494.58	
" " , Hired	11,655.32	
Gas, Oil & Grease	17,899.57	
Bond	3,195.25	
Move In, Freight & Cartage	3,445.07	
P.L. & P.D. Insurance	1,148.08	
P.U.C.	475.50	
Explosives	6,817.67	
Small Tools & Misc. Supplies	1,901.39	
General Overhead	5,945.49	
		128,977.92

Work Done by Subcontractors:

Paid Pacific Asphalt Co. for Oiling & Paving	$ 93,869.98	93,869.98
Paid George Berry for Concrete Work	32,900.07	32,900.07
Total Cost		$423,891.77

Salisbury-Baker
Contract #3560
George Berry

Detail of Cost

Labor:			
Supervision		$1,200.00	
Labor		7,193.38	
Labor Insurance		663.08	$ 9,056.46
Materials:			
Paid to Local Concrete Contractor for Concrete (Including Pouring)	348.12 cu. yd. at $20.00	$7,962.80	
Metal Reinforcement	62,563 lb. at $0.07	4,379.41	12,342.21
Equipment Rentals & Misc. Supplies:			
Equipment Rental		$ 905.40	
Gas, Oil & Grease		495.00	
Lumber		955.00	
Bond		245.95	
Small Tools & Misc. Supplies		147.80	
P.L. & P.D. Insurance		101.16	
General Overhead		583.82	3,434.13
Total Cost			$24,832.80

Salisbury-Baker
Contract #3560

Remarks:

This was a "Federal Aid Secondary Project" for grading and paving 8.73 miles of highway roadbed on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County.

This project was bid July 16th, 1951, awarded August 3rd, 1951. Work was started July 26th, 1951, and completed August 23rd, 1952.

George Berry subcontracted the four box culverts and one 76-foot concrete bridge. He built the forms, placed the steel and did the finishing of the concrete after it was poured and set up and removed the forms. Witham Brothers furnished the concrete aggregate and cement and mixed and poured the concrete into the forms. A good profit was realized on the concrete work.

The contractor moved in his grading equipment, which consisted of one 1-3/4 cu. yd. shovel, one 3/4 cu. yd. shovel, two Dumptors, one D-8 cat and carryall, one D-8 cat and dozer, one 315 cu. ft. compressor, one wagon drill and one ripper, and started the excavation on July 26th, 1951. The excavation consisted of solid rock, semi-solid rock and common material and was bid as General Excavation, Unclassified. Approximately 50% of the excavation was solid rock which required drilling and blasting and was moved with a shovel and Dumptors. Approximately 20% of the excavation was semi-solid that was ripped and moved with a D-8 cat and carryall, using a D-8 cat to assist in loading. Slow progress was made on the rocky material, as this was primarily a widening job. Mostly horizontal drilling was required, and small charges of explosives were used. There was approximately 30% of common material, which was moved with two D-8 cats and carryalls. A large quantity of the Common excavation consisted of an old railroad grade that was approximately 30 feet to 40 feet from the new roadbed, and this material was moved with a rented D-8 cat and dozer. The contractor closed down the grading operations due to the inclement weather on February 20th, 1952, and resumed operations March 31st, 1952. More solid was encountered in excavation than anticipated, and with adverse winter weather and low production, excavation shows a loss.

The contractor moved in and set up his 3-crusher, semi-portable rock crushing plant east of Station 400 and started crushing gravel August 20th, 1951. This crushing plant was capable of crushing about 150 cu. yd. per hour, but the gravel in this area, and in all of the specified pits, was small in size, resulting in a large amount of rejects. While manufacturing the oil rock that was stockpiled for maintenance use, the rejects were hauled to the roadbed and were used as borrow material. There was considerable difficulty in obtaining enough gravel to keep the crushing plant in steady operation. Large areas had to be cleared and stripped to secure enough gravel for the project. A total of approximately 35,311 cu. yd. of gravel was crushed in a total of 570 hours, for an average of 62 cu. yd. per hour. This was less than half of the capacity of the plant, and the low production increased the cost of crushed gravel.

The pit run gravel used in the base was obtained from various sources near the highway. This material was hauled on roads through swampy ground, which slowed down production. The equipment used was one 3/4 cu. yd. and one 1-1/2 cu. yd. dragline shovels, twelve 6 cu. yd. trucks, one blade and one roller. A loss was suffered on this item.

The Pacific Asphalt Paving Co. subcontracted the oiling and the Class "B" asphaltic concrete and moved in their 4,000# batch Madsen paving plant and erected same where the aggregate was stockpiled near Station 400 on April 16th, 1952, and started mixing and laying the Class "B" asphaltic concrete June 10th, 1952. Production was very low due to the aggregate not being properly sized and also very wet. This material was stockpiled during the winter when it would rain and freeze, and the material remained wet throughout the job. The aggregate was pushed to the tunnel of the mixing plant with a D-4 cat and dozer, and a D-8 cat and dozer was used part time to loosen the material in stockpile so it would dry.

On June 18th, a fuel oil line broke, spreading oil on a nearby boiler, which resulted in a large fire and engulfed most of the paving plant. There was no serious damage to the mixer, but it damaged the drying drum frame, boiler and fuel oil storage tank and destroyed one International truck and two water tanks. The destroyed equipment was replaced and the damaged equipment repaired, which caused considerable delay. Operations began again July 3rd, and the paving was completed August 8th, 1952. The output of the 4,000# paving plant averaged only about 55 tons per hour due to adverse conditions. These subcontractors suffered a large loss which is not reflected in this report.

The contractor suffered a loss on this project because more rock was encountered in the grading than anticipated and because of inclement winter weather, additional cost while closed down and poor gravel bars. The subcontractors on bridge and concrete box culverts made an excellent profit.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 23, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3560	15-final	NEWPORT CONSTR. CO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4641	R-62526	$ 12,683.84	March 20, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: Aug. 23, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-23-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wiklander

By Floyd Query
Acting Secretary

NOTED ON C
3-24-53

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FEB 27 1953
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[illegible]

February 26, 1953

Seaboard Surety Company
75 Maiden Lane
New York 7, New York

Gentlemen:

State highway contract No. 3560 for work performed on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County was completed by the contractor, Newport Construction Company, on August 23, 1952 and was formally accepted by the Highway Commission November 24, 1952.

Final payment in the amount of $12,683.84 will be released to the contractor on or after March 9, 1953. The total contract amount is $426,033.53, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Seaboard Surety Company
Hansen & Rowland, Inc.
611 Henry Bldg.,
Portland, 4, Oregon

NOTED ON CARD

2-26-53
rn

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1952
FOR FILING

September 10, 1952

Seabcard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Newport Construction Co. on contract No. 3560, for grading, paving and bridge on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County.

This payment, in the amount of $8,345.11, will be released to the contractor on or after September 20, 1952. The retained percentage is $12,784.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
9-11-52

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FOR FILING

August 29, 1952

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Newport Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 3560, for bridge, grading and paving on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County.

This payment, in the amount of $29,695.58, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,525.92. The present payment will be released to the contractor on or after September 8, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

8-29-52 g(

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August 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 23, 1952 on Contract No. 1560, Salisbury-Baker Section, in connection with Federal Aid Project No. S-235 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1

FINAL

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 1952, 19

Section Salisbury-Baker

Kind of work Bridge, Grading and Surfacing

Highway Baker-Unity

Section prefix 1-1020

Contractor Newport Construction Co.

Contract number 3560

Date of contract Aug. 5, 1951, 19

Date of completion August 31, 1952, 19

Date work started July 26, 1951, 19

Estimated date of completion August 23, 1952, 19

Amount of contract $ 399,185.50

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering includes Maintenance Rock $ 423,530.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 32,000.00, 7.6 %

Date project was completed Aug. 23, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed shaping and rolling 3/4"-0" shoulder material to day.

All slopes, ditches and rocks shaped and cleaned up.

Approx. 5 or 6 thousand c.y. 3/4"-0" crushed rock left over on job.
To be purchased on P.A.

Asphalic concrete riding surface is a little rough but it should be durable and strong. Permability tests were good.

NOTED
H. G. SMITH

RECEIVED
AUG 25 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Kevin Laughlin

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.84	8,84		BINDER 8.84	8.84
Miles partially completed					
Miles completed	8.84	8.84		8.84	8.84
Total estimated quantities	198,000	74,500	2,660	160 ton	18,800
Estimated quantities moved or placed to date	227,800	80,846	2,680	160	18,293
Average daily quantities		600			
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		8			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ....trucks 4 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary Project No. S-235(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1950, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of June, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred seventeen thousand and 00/100 dollars ($217,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 94+44.67 in the NE 1/4, Section 36, T. 10 S., R. 39 E., W.M., and survey station 488+75 at the south city limits of Baker, without exception, length 7.439 miles, in Baker County, being Oregon Federal Aid / Secondary project No. S-235(4), consisting of 7.425 miles of roadway and one bridge of more than 20 feet clear span, 0.014 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred seventeen thousand and 00/100 dollars ($217,000.00), which does not exceed the authorized Federal pro rata share of three hundred seventy thousand, seven hundred ninety-four and 05/100 dollars ($370,794.05), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
FOR FILING

S-235 (4)

[illegible]

October 24, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Re: Salisbury - Baker Section
Project S-235 (4)
Crushed rock leveling course

Dear Sir:

Materials as now being produced indicate a lack of fines and we are apprehensive as to ability to compact the materials properly in the leveling course. The 3/4" - 0" screen rejections are high quality material and we believe that it would be more desirable to manufacture the 3/4" - 0" materials crusher run.

The laboratory report, a copy of which is attached, indicates the material has a 0 plastic index and the fines gained by using the rejects would materially aid compaction of the leveling course.

May we have your permission to make this change in the specifications? I would appreciate your immediate advice if possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attachment

WCW:me

cc Mr. H. G. Smith

FORM E-30 25M 8-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 22, 1951

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Williams:

On the Baker-Salisbury project there are indications that the gravel pit in which the contractor is now set-up may run short of materials. The contractor has asked permission to change the specifications on the 3/4" - 0" leveling course from 100% crushed material to a crusher run 3/4" - 0", thus eliminating the [illegible] [illegible] [illegible] that the additional [illegible] [illegible] the crushed material [illegible] would [illegible] a more valuable product for a leveling course, I would recommend that we grant permission to accept the crusher run material.

Very truly yours,

E. [illegible]

[illegible]
Division Engineer

[illegible]:gb
cc - [illegible] G. Smith

RECEIVED
OCT 23 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1951
FOR FILING

October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Salisbury-Baker Section, Project No. S-235 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-235 (4)

SALISBURY-BAKER SECTION OF THE
BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 6201
Roadway (Sta. 94+44.67 to 438+75)

All Required		Clearing and Grubbing (85%)		$ 10,200.00
270	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,350.00
700	cu. yds.	Trench Excavation, Unclassified	1.00	700.00
25,700	cu. yds.	Special Borrow Excavation, Unclassified	.35	8,995.00
143,900	cu. yds.	General Excavation, Unclassified	.60	86,340.00
25,900	yd. miles	Truck Haul on Special Borrow	.15	3,885.00
224,700	yd. stas.	Short Overhaul	.02	4,494.00
7,070	C-yd. stas.	Long Overhaul	.60	4,242.00
1,900	cu. yds.	Rock Slope Protection	2.00	3,800.00
7.43	miles	Finishing Roadbed & Slopes	500.00	3,715.00
5,100	lin. ft.	Rounding Cutbanks	.15	765.00
460	lin. ft.	18" Corrugated Metal Pipe	4.00	1,840.00
60	lin. ft.	24" Corrugated Metal Pipe	5.70	342.00
70	lin. ft.	36" Corrugated Metal Pipe	11.00	770.00
70	lin. ft.	48" Corrugated Metal Pipe	16.00	1,120.00
450	lin. ft.	Salvaging Culvert Pipe	1.50	675.00
230	cu. yds.	Class "A" Concrete in Box Culverts	55.00	12,650.00
30,000	lbs.	Metal Reinforcement in Box Culverts	.14	4,200.00
53,200	cu. yds.	Pit-run Gravel Base	.62	32,984.00
8,200	cu. yds.	3/4" - 0 Gravel in Base & Shoulders	2.30	18,860.00
1,230	M-Gals.	Sprinkling	2.50	3,075.00
7.43	miles	Preparation of Base	250.00	1,857.50
880	cu. yds.	3/4" - 0 Gravel in Binder Course	3.30	2,904.00
130	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	45.00	5,850.00
16,100	tons	Class "B" Asphaltic Concrete	6.05	97,405.00
85	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	3,825.00
490	cu. yds.	Aggregate in Seal Coat	4.00	1,960.00
			Subtotal	$318,803.50
			10% Engr. & Cont.	31,880.35
			Total	$350,683.85

Type Code X021
Bridge (Sta. 123+37 to 124+13)

All Required		Shoring, Cribbing, Etc.		$ 2,000.00
140	cu. yds.	Excavation for Structure	$12.00	1,680.00
10	cu. yds.	Excavation below Elevations Shown	12.00	120.00
150	cu. yds.	Class "A" Concrete	65.00	9,750.00
33,800	lbs.	Metal Reinforcement	.14	4,732.00
			Subtotal	$18,282.00
			10% Engr. & Cont.	1,828.20
			Total	$20,110.20

Length of Roadway	7.425 miles
Length of Bridge	.014 mile
Total Length	7.439 miles
Cost per mile, Roadway	$47,230.01

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway	$350,683.85	$205,231.00	$145,452.85
Bridge	20,110.20	11,769.00	8,341.20
	$370,794.05	$217,000.00	$153,794.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-235 (4)

SALISBURY-BAKER SECTION OF THE BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 20, 1951

Type Code 6201
Roadway (Sta. 94+44.67 to 488+75)

All Required		Clearing and Grubbing (85%)		$ 2,125.00
270	cu. yds.	Structural Excavation, Unclassified	$ 3.00	810.00
700	cu. yds.	Trench Excavation, Unclassified	3.00	2,100.00
25,700	cu. yds.	Special Borrow Excavation, Unclassified	0.35	8,995.00
143,900	cu. yds.	General Excavation, Unclassified	0.55	79,145.00
25,900	yd. mi.	Truck Haul on Special Borrow	0.15	3,885.00
224,700	yd. sta.	Short Overhaul	0.02	4,494.00
7,070	C-yd. sta.	Long Overhaul	0.50	3,535.00
1,900	cu. yds.	Rock Slope Protection	2.00	3,800.00
7.43	miles	Finishing Roadbed and Slopes	500.00	3,715.00
5,100	lin. ft.	Rounding Cutbanks	0.20	1,020.00
460	lin. ft.	18" Corr. Metal Pipe	4.25	1,955.00
60	lin. ft.	24" Corr. Metal Pipe	6.00	360.00
70	lin. ft.	36" Corr. Metal Pipe	13.00	910.00
70	lin. ft.	48" Corr. Metal Pipe	18.00	1,260.00
450	lin. ft.	Salvaging Culvert Pipe	2.00	900.00
230	cu. yds.	Class "A" Concrete in Box Culverts	55.00	12,650.00
30,000	lbs.	Metal Reinforcement in Box Culverts	0.13	3,900.00
53,200	cu. yds.	Pit-run Gravel Base	0.70	37,240.00
8,200	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	2.50	20,500.00
1,230	M-gals.	Sprinkling	2.50	3,075.00
7.43	miles	Preparation of Base	200.00	1,486.00
880	cu. yds.	3/4" - 0 Gravel in Binder Course	3.50	3,080.00
130	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	48.00	6,240.00
16,100	tons	Class "B" Asphaltic Concrete	6.25	100,625.00
85	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	4,250.00
490	cu. yds.	Aggregate in Seal Coat	5.00	2,450.00
			Subtotal	$314,505.00
			10% Engr. & Cont.	31,450.50
			Total	$345,955.50

Type Code X021
Bridge (Sta. 123+37 to 124+13)

All Required		Shoring, Cribbing, Etc.		$ 2,500.00
140	cu. yds.	Excavation for Structure	$ 10.00	1,400.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
150	cu. yds.	Class "A" Concrete	65.00	9,750.00
33,800	lbs.	Metal Reinforcement	0.13	4,394.00
			Subtotal	$ 18,144.00
			10% Engr. & Cont.	1,814.40
			Total	$ 19,958.40

Length of Roadway	7.425 miles
Length of Bridge	.014 mile
Total Length	7.439 miles
Cost per mile, Roadway	$46,593.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway	$345,955.50	$205,164.00	$140,791.50
Bridge	19,958.40	11,836.00	8,122.40
	$365,913.90	$217,000.00	$148,913.90

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 29, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. S-235(4), Salisbury-Baker Section of the Baker-Unity Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award of contract will be withheld pending notification that all right of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

June 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Salem, Oregon

Dear Sir:

We are sending to you six copies of estimate, four copies of right of way statement and one copy of program change form to accompany plans and specifications for the Salisbury-Baker Section, Project No. S-235 (4).

Six bid proposals and one set of full size plans are also being sent.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

JWN:cw

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 20, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Baker

Eighth

Route No. FAS 144

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER O PROPOSED WORK
ITEM AS NOW PROGRAMED	134	S-235 (4)	Salisbury to Baker	Survey-Plans					Gr., Dr., Br., 2-lane high-type pavement
				Right-of-Way					
				Construction	350,000	217,000	133,000		
				TOTAL	350,000	217,000	133,000	8.00	
REQUESTED REVISION	134	S-235 (4)	Salisbury to Baker	Survey-Plans					Gr., Dr., Br., 2-lane high-type pavement
				Right-of-Way					
				Construction	365,914	217,000	148,914		
				TOTAL	365,914	217,000	148,914	7.44	

Program Balance of changes is $ ________ funds subsequent to approval of this and previously recommended

Program Revision Request

Reason for change: No change in termini. Apparently the original programmed length was in error.

Date June 20, 1951

By R. H. Baldock
(State Highway Engineer)

Recommended for Approval: ________
(District Engineer) ________ (Date)

Recommended: ________
(Division Engineer) ________ (Date)

Approved: ________
(Acting Commissioner) ________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 10—61038-1

SALISBURY-BAKER SECTION

PROJECT NO. S-235 (4)

While negotiations for rights of way are in progress, fifteen parcels have not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within twenty-one days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 20, 1951

Baker

SALISBURY-~~WOCHS MARSH~~ SECTION

PROJECT NO. S-235 (4)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

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FORM E-38X 2M 11-50 44702

S 235 (4)

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1951

SUBJECT:

To:
Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between Newport Construction Company and George Berry, covering items 17 to 20 inclusive, on the Salisbury - Baker Contract No. 3550, Ore. S-235 (4), is approved.

I am returning herewith 4 copies of the Subcontract for distribution to the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Peare
Construction Office Engineer

EAP:sh

cc W. C. Williams

C. G. Polk (2)
Bureau of Public Roads

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5 1951
FOR FILING

S-35(4)

3560

September 5, 1951

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3560, which was awarded to you on August 3, 1951, for construction of bridge, grading and paving on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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[illegible]CEIVED
[illegible]

5235(4)
3560

August 27, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I attach hereto a telegram from the Newport Construction Company requesting priority for the K. F. Jacobson Company to purchase a new Model 6 Northwest Shovel from the Balzer Machinery Company of Portland.

This shovel, if obtainable, is to be used on Contract No. 3560, Baker-Salisbury Section, on which the prime contract is held by the Newport Construction Company. This is a large highway project, the total contract amount being $399,185.50, and this shovel is needed to complete the contract within the specified time limit.

I will appreciate your assistance in securing priority for the purchase of this shovel.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Encl.

Baker, Oregon
August 23, 1951

Mr. R. H. Baldock
Oregon State Highway Comm., Salem, Org.

Request priority be extended to K. F. Jacobson Co. on their purchase of new Model 6 Northwest Shovel from Balzer Machinery Co. of Portland so we can use this machine and expedite completion of our Baker-Salisbury contract.

Newport Construction Co.
M. R. Newport

No one party seems to be handling these requests. We may have more. Suggest that Clymer do the preparatory work in a form to submit to the Bureau. Let me know your thinking

WPB

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 22, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Request for Priority Assistance
City of Baker - Procurement of
Power Shovel with Back Hoe

Dear Sir:

Reference is made to our letter of August 7, 1951.

The Division Office has requested us to furnish such information as is presently available in the matter.

Can you kindly advise us what has been done so that we may reply?

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

CC - J. W. Cattrall

NOTED
W. W. STIFFLER

RECEIVED
1951
FOR FILING

AGENDA
AUG 3 1951

August 3, 1951

Newport Construction Company
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission on July 16, 1951 accepted your proposal for grading, paving, construction of bridge and gravel stockpiling on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County, for the sum of $399,185.50, and awarded the contract to you subject to approval by the Bureau of Public Roads and/or acquisition of right of way. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj:gl

cc: H. G. Smith
S. H. Probert
L. E. White, SIAC
G. S. Paxson

S.A.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 3, 1951

Newport Construction Company
7031 N. E. Halsey St.
Portland 16, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading, paving, construction of bridge and gravel stockpiling on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County for which you submitted low bid on July 16. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc: Confirmation
C. W. Head
Auditor (5001-900)
Files

RECEIVED
AUG 7 1951
FOR FILING
OREGON DISTRICT
OREGON
IDAHO
WASHINGTON

S-235(4)

356

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the award of contract for Oregon Project S-235(4) Salisbury-Baker Section of the Baker-Unity Highway, to the Newport Construction Company of Portland, who submitted the low bid of $399,185.50 on July 16, 1951.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
AUG 7 1951
FOR FILING

S-235 (4)

560

August 3, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

To complete our files, we request confirmation of the oral concurrence given this date in the award today of the contract for the Salisbury-Baker Section, Project S-235 (4), to the Newport Construction Co. of Portland, on the basis of the low bid submitted on July 16.

All required rights of entry are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
AUG 7 1951
FOR FILING

August 3, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 26, 1951, on Contract No. 3560, Salisbury-Baker Section, in connection with Federal Aid Project No. S-235 (4). The beginning of work prior to the award of contract was on the initiative of the contractor and without our consent.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DRH:gs

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JUL 6 1951
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MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 3, 1951

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-235(4)
Salisbury-Baker Section of the
Baker-Unity Highway - Authorization
to commence construction

Dear Sir:

Your application on subject project dated June 29, 1951 was received in this office on July 2, 1951.

The work consists of regrading, surfacing and paving of 8.73 miles of highway roadbed. It also includes the construction of four reinforced concrete box culverts and one 76' reinforced concrete bridge over the Powder River. The new facility is to replace the narrow present road, which is so deficient in base rock that it must be practically replaced after every Spring thaw entailing the expenditure of an undue amount of scarce maintenance funds. Truck traffic -- logs, lumber and cattle -- makes up a greater than normal percentage of total traffic.

The quantity of steel required is 40.6 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C. G. Polk
C. G. POLK
Acting District Engineer

Copy to
Mr. [illegible]
Mr. Parsons
7-6-51

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FOR FILING
FORM E-30 25M 8-50 42288

[illegible]

[illegible]

S-235(4)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is Baker County's approval of the Salisbury-Baker Section, Federal Aid Project No. S-235(4).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 4, 1951

RECEIVED
MAY 9 1951
ENGINEER
COUNTY & CITY RELATIONS

Honorable Lloyd Rea
Baker County Judge
Baker, Oregon

Dear Judge:

The Highway Commission at its May 24-25 meeting is planning to call for bids on the Salisbury-Baker section of the Baker-Unity State Primary Highway which is Federal Aid Secondary Highway No. 501.

This will be Federal Aid Secondary Project No. S-235(4). The proposed improvement extends from the Salisbury Junction northerly 8.95 miles to a point approximately 0.06 miles south of the Baker under-crossing in Baker. The project will consist of relocating the alignment and grade from the south end northerly for three miles, widening the existing road to the south city limits of Baker, thence on a new line which is east of the present highway to the north end of the project. In addition, there will be a new bridge over the Powder River near the south end and a new junction with the Sumpter Valley State Secondary Highway. Plans call for placing of 12" of topping plus 1" of crushed rock leveling course and paving with 3" of asphaltic concrete 20' wide with 4' shoulders.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and on County Roads. It will be appreciated if the County Court will indicate its approval on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary to obtain release from the Bureau of Public Roads, it is hoped that this matter will be given your earliest consideration. In order that the project will not be delayed, it is requested that your concurrence be mailed to arrive in Salem not later than May 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

May 7th, 1951

We concur in the above project.

Baker County
By Lloyd Rea
County Judge

P-[illegible]) [illegible]-Salem Section of the [illegible] Pacific Highway East from Salem North one mile.

4[illegible]2

RECEIVED
FOR FILING
F-19 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 20, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3561	8 & 9-final	D-H Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21152	W-53798	$ 4,555.40	11/19/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 15, 1952

Time Extensions: to July 2, 1952 without penalty

Completion Date: July 2, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-20-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 2[illegible] 1952
A. A. Wicklander

NOTED ON [illegible]

RECEIVED
FOR FILING

October 30, 1952

General Casualty Co. of America
Board of Trade Bldg.
Portland 4, Oregon

Attention: Edna M. Stewart

Gentlemen:

State Highway contract No. 3561 for work performed on the Hayesville-Salem (Lana Ave.) Section of the Pacific Highway East in Marion County was completed by the contractor, D-H Paving Company, on July 2, 1952 and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $4,555.40 will be released to the contractor on or after November 10, 1952. The total contract amount is $153,797.30, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington
Attn. Surety Dept.

NOTED ON CARD

RECEIVED
OCT [illegible] - 1952
FOR FILING

October 8, 1952

D-H Paving Company
6800 Evergreen Highway
Vancouver, Wash.

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 17 days, from June 15 to July 2, 1952, within which to complete your contract No. 3561 for grading and paving on the Hayesville-Salem (Lana Ave.) Section of the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc: J. D. Walker,
Division Engineer

John F. McGee,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP [illegible] 1952
FOR FILING

F19(4)

3561

September 17, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 2, 1952, on Contract No. 3561, Hayesville-Salem (Lana Ave.) Section, in connection with Federal Aid Project No. F-19 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHF/se

cc: John Cattrall

RECEIVED
1952
FOR·FILING

September 10, 1952

Request for extension of time
No. 17
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the D-M Paving Company for an extension of time on Contract No. 3561, Hayesville-Salem Section of the Pacific Highway East, from June 15, 1952 to July 2, 1952.

When this project was opened up, it was found that many pipes and culverts were in place which had not been found on location. It was necessary to greatly increase the amount of structural excavation, pipe removal and reinstallation of pipe over the preliminary quantities set up. These items had to be completed before the contractor could do his regular grading, and necessarily threw him behind schedule.

The extra work was no fault of the contractor, and I would therefore recommend that the extension be granted without penalty. Mr. C. O. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED
SEP 8 1952
FOR FILING

[illegible]

[illegible]

September 5, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3561, Hayesville - Salem Section of the Pacific Highway East, Ore. F-19 (4), from June 15th, 1952 to July 2nd, 1952, to the D-H Paving Company, Contractors.

When this job was opened up, it was found that many pipes and culverts were in place which had not been found on the location. It was necessary to greatly increase the amount of structural excavation, removal of pipe and installation of pipe, over the preliminary estimate. These items had to be completed before the contractor could proceed with his regular grading, and necessarily threw him behind schedule.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 1952

Section Hayesville-Salem (Lana Ave.)

Kind of work Grading & Paving

Highway Pacific, East

Section prefix 24-1043

Contractor Warren Northwest Inc.

Contract number 3561

Date of contract August 13, 1951

Date of completion June 15, 1952

Date work started Sept. 26, 1951

Estimated date of completion July 2, 1952

Amount of contract $149,696.00

Per cent of time elapsed 105.52 %

Estimated cost of completed project, exclusive of engineering $176,414.60

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $21,957.27, 182.86 %

Date project was completed July 2, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

O'Neil on profile, Mon. Tues. & Thursday morning. Semi+fFinal to Division Office Thursday morning just before lunch.

Transit Notes retained for setting referance points of line in field.

NOTED
RAY WEBBER

NOTED
H. G. SMITH

RECEIVED
AUG 26 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed J. F. McGee by CEM.

Address Resident Eng'r

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 19 1952
FOR FILING

[illegible]

3561

August 7, 1952

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

It is the intention of the State Highway Commission to release to D-H Paving Company a portion of the funds heretofore retained by the Commission on Contract No. 3561, covering grading and paving work on the Hayesville-Salem (Lana Avenue) Section of the Pacific Highway East in Marion County.

This payment, in the amount of $37,550.67, reduces the retained percentage to three percent of the total amount earned by the contractor, or the sum of $4,615.73. The present payment will be released to the contractor on or after August 17, 1952.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc -General Casulaty Company of America
General Insurance Building
Seattle 5, Washington

Attn: Surety Department

NOTED ON CARD
8-7-52

RECEIVED

FOR FILING

FORM E-30X 15M 1-52 88419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1952

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Dept.
OFFICE

Dear Sir:

The subcontract between D-H Paving Company and Warren Northwest, Inc., covering Items 29 to 33 inclusive on the Hayesville - Salem Contract No. 3361, Ore. F-19 (4), is approved, with the understanding that the prime contractor will furnish the aggregate for the paving mix which will result in a price of $7.00 per ton to the subcontractor for the asphaltic concrete.

Three copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1952

SUBJECT:

To:
Mr. J. D. Walker
Division Engineer
State Highway Dept.
OFFICE

Dear Sir:

Please be advised that the subcontract between D-H Paving Company and Warren Northwest, Inc., covering items 29 to 33 inclusive, on the Hayesville - Salem Contract No. 3561, Ore. F-19 (4), is approved. Please note, however, that this subcontract amounts to 49.6% of the total contract, and we can therefore approve no further subcontracts on this section.

Three copies of the subcontract are being returned for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

RECEIVED
MAR [illegible]9 1952
FOR FILING

Mrs Evans

Salem, Oregon
March 19, 1952

D-H Paving Company
Contract No. 3561

Mr. C. H. Maison
Manager
Accounting Division

Dear Mr. Maison:

We have received a request from the D-H Paving Company that future payments on Contract No. 3561 be mailed to them in care of the Vancouver Branch of The National Bank of Commerce of Seattle, Vancouver, Washington.

Please sent future warrants to this address.

Very truly yours

Secretary

FAQ:md

NOTED ON CARD
3-19-52

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 3561 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Grading and paving section of Pacific Hwy. in Marion County Hayesville-Salem (Lana Ave.)

which contract is dated August 13, 1951

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this .... day of March, 1952.

ACCEPTANCE

Accepted this .... day of

........, 19........

....

By ....

Its ....

D-H PAVING COMPANY

By Bob Doman Its President

By .... Its ....

Attest .... Its ....

N.B.C. FORM 283-B

(SEE OVER)

INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF .... } ss.

On this day before me personally appeared ...., to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this .... day of ...., 19......

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at ....

PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF .... } ss.

On this day personally appeared before me ...., to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this .... day of ...., 19......

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at ....

CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF Clark } ss.

On this .... day of March, 1952, before me personally appeared

Bob Dorman and ....

to me known to be the President and ....

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

Bruce F. Brown
Notary Public in and for the State of Washington,
residing at Vancouver

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 3561 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Grading and paving section of Pacific Hwy. in Marion County Hayesville-Salem (Lana Ave.)

which contract is dated August 13, 1951

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this .... day of March, 1952.

ACCEPTANCE

Accepted this .... day of

........, 19....

....

By ....

Its ....

D-H PAVING COMPANY

By Bob Dorman Its President

By .... Its ....

Attest .... Its ....

N.B.C. FORM 283-B

(SEE OVER)

INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF........................ } ss.

On this day before me personally appeared........................, to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this................day of........................, 19........

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at ....

PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF........................ } ss.

On this day personally appeared before me........................, to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this................day of........................, 19........

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at ....

CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF Clark } ss.

On this................day of March, 1952, before me personally appeared

Bob Dorman and ....

to me known to be the President and ....

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at Vanco ver

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 3561 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Grading and paving
section of Pacific Hwy. in Marion County
Hayesville-Salem (Lana Ave.)

which contract is dated August 13, 1951

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this .... day of March, 1952.

ACCEPTANCE

Accepted this .... day of
............, 19......
....
By ....
Its ....

D-H PAVING COMPANY
By Bob Dorman Its President
By .... Its ....
Attest .... Its ....

(SEE OVER)

INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF..................... }

On this day before me personally appeared.., to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this..................day of..............................., 19......

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at ....

PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF..................... }

On this day personally appeared before me.., to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this..................day of..............................., 19......

(NOTARIAL SEAL)

....
Notary Public in and for the State of Washington,
residing at ....

CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF Clark }

On this..................day of March, 1952, before me personally appeared Bob Dorman and ....

to me known to be the President and ....

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

Brown
Notary Public in and for the State of Washington,
residing at Vancouver

Form PR 2 (Revised 1946)

CP

State Oregon

Project No. F-19(4)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of March, 1951, a program, which was approved on the 10th day of April, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of July, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety-seven thousand and 00/100 dollars ($97,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 12+08 on the Pacific Highway East at Lana Avenue in Salem and survey station 68+00 in the NE 1/4, Section 12, T-7-S, R-3-W, W.M., without exception**, length **1.059** miles, in **Marion** County, being **Oregon Federal Aid** project No. **F-19(4)**, consisting of **1.059** miles of roadway and **no** bridges, ~~each~~ **XXXX** of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety-seven thousand and 00/100 dollars ($97,000.00), which does not exceed the authorized Federal pro rata share of one hundred sixty-four thousand six hundred sixty-five and 60/100 dollars ($164,665.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
H B Glaisyer
SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M A. Mc Lean

Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
FOR FILING

F-19(4)

October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Hayesville-Salem (Lana Ave.) Section, Project No. F-19 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J N:cw

Encl.

Oregon State Highway Department Federal Aid Project No. F-19 (4)

HAYESVILLE-SALEM (LANA AVE.) SECTION
OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 6201
Inside City of Salem (Sta. 12+08 to 33+30)

All Required		Clearing and Grubbing (40%)		$ 2,000.00
440	sq. yds.	Removal of Pavement and Walks	2.50	1,100.00
380	lin. ft.	Removal of Curbs	0.75	285.00
2	cu. yds.	Removal of Miscellaneous Concrete	30.00	60.00
17	only	Abandonment of Catch Basins	20.00	340.00
130	cu. yds.	Structural Excavation, Unclassified	2.50	325.00
3,600	cu. yds.	General Excavation, Unclassified	1.00	3,600.00
5,220	yd. mi.	Truck Haul	0.15	783.00
0.40	mile	Finishing Roadbed and Slopes	500.00	200.00
160	lin. ft.	12-inch Concrete Pipe	1.50	240.00
40	lin. ft.	48-inch Concrete Pipe	16.00	640.00
160	lin. ft.	8-inch Sewer Pipe	1.25	200.00
100	lin. ft.	12-inch Sewer Pipe	1.50	150.00
140	lin. ft.	Salvaging Culvert Pipe	0.90	126.00
2	only	Concrete Manholes	225.00	450.00
24	only	Concrete Catch Basins	65.00	1,560.00
170	cu. yds.	Concrete Curbs	40.00	6,800.00
50	sq. yds.	Concrete Walks	4.00	200.00
3,000	cu. yds.	3" - 0 Material in Base	1.70	5,100.00
800	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	2,600.00
70	M-gals.	Sprinkling	2.50	175.00
0.40	mile	Preparation of Base	1,000.00	400.00
100	cu. yds.	3/4" - 0 Material in Binder Course	3.80	380.00
14	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	44.50	623.00
4,000	tons	Class "B" Asphaltic Concrete	7.75	31,000.00
14	tons	RS-1 Emulsified Asphalt in Seal Coat	51.00	714.00
80	cu. yds.	Aggregate in Seal Coat	4.00	320.00
1,070	lin. ft.	Asphaltic Concrete Traffic Markers	0.50	535.00
			Subtotal	$60,906.00
			10% Engr. & Cont.	6,090.60
			Total	$66,996.60

Length of Roadway	0.402 mile
Cost per mile	$166,658.20

Type Code 6201
Outside City (Sta. 33+30 to 68+00)

All Required		Clearing and Grubbing (60%)		$ 3,000.00
30	sq. yds.	Removal of Pavement and Walks	$ 2.50	75.00
120	lin. ft.	Removal of Curbs	0.75	90.00
4	cu. yds.	Removal of Miscellaneous Concrete	30.00	120.00
7	only	Abandonment of Catch Basins	20.00	140.00
240	cu. yds.	Structural Excavation, Unclassified	2.50	600.00
5,900	cu. yds.	General Excavation, Unclassified	1.00	5,900.00
8,000	yd. stas.	Short Overhaul	0.03	240.00
60	C-yd. stas.	Long Overhaul	0.50	30.00
2,480	yd. mi.	Truck Haul	0.15	372.00
0.66	mile	Finishing Roadbed and Slopes	500.00	330.00
340	lin. ft.	12-inch Concrete Pipe	1.50	510.00
12	lin. ft.	15-inch Concrete Pipe	2.50	30.00
20	lin. ft.	8-inch Sewer Pipe	1.25	25.00
500	lin. ft.	12-inch Sewer Pipe	1.50	750.00
140	lin. ft.	Extra for Installing Pipe Under Pavement	2.50	350.00
520	lin. ft.	Salvaging Culvert Pipe	0.90	468.00
70	cu. yds.	Class "A" Concrete	60.00	4,200.00
7,800	lbs.	Metal Reinforcement	0.20	1,560.00
1	only	Concrete Manhole	225.00	225.00
16	only	Concrete Catch Basins	65.00	1,040.00
130	cu. yds.	Concrete Curbs	40.00	5,200.00
5,300	cu. yds.	3" - 0 Material in Base	1.70	9,010.00
1,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	4,225.00
130	M-gals.	Sprinkling	2.50	325.00
0.66	mile	Preparation of Base	1,000.00	660.00
700	cu. yds.	3/4" - 0 Material in Binder Course	3.80	2,660.00
20	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	44.50	890.00
5,600	tons	Class "B" Asphaltic Concrete	7.75	43,400.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	51.00	1,020.00
120	cu. yds.	Aggregate in Seal Coat	4.00	480.00
1,730	lin. ft.	Asphaltic Concrete Traffic Markers	0.50	865.00
			Subtotal	$88,790.00
			10% Engr. & Cont.	8,879.00
			Total	$97,669.00

Length of Roadway	0.657 mile
Cost per mile	$148,659.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway			
Inside City	$ 66,996.60	$39,466.00	$27,530.60
Outside City	97,669.00	57,534.00	40,135.00
	$164,665.60	$97,000.00	$67,665.60

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1930: Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project F-19(4), Hayesville-Salem (Lana Ave.) Section of the Pacific Highway East, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

June 25, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate, eight copies of program change and four copies of right of way statement to accompany plans and specifications for the Hayesville School-Salem (Lana Ave.) Section Project No. F-19 (4).

Six bid proposals and one set of full scale plans are likewise being sent.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. W. Stiffler
Assistant State Highway Engineer

DBP:plc

Oregon State Highway Department

Federal Aid Project
No. F-19 (4)

HAYESVILLE-SALEM (LANA AVE.) SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 25, 1951

Type Code 6201
Inside City of Salem (Sta. 12+08 to 33+30)

All Required		Clearing and Grubbing (40%)		$ 800.00
440	sq. yds.	Removal of Pavement and Walks	$ 0.50	220.00
380	lin. ft.	Removal of Curbs	0.35	133.00
2	cu. yds.	Removal of Miscellaneous Concrete	10.00	20.00
17	only	Abandonment of Catch Basins	15.00	255.00
130	cu. yds.	Structural Excavation, Unclassified	3.50	455.00
3,600	cu. yds.	General Excavation, Unclassified	1.00	3,600.00
5,220	yd. mi.	Truck Haul	0.25	1,305.00
0.40	mile	Finishing Roadbed and Slopes	1,000.00	400.00
160	lin. ft.	12-inch Concrete Pipe	2.00	320.00
40	lin. ft.	48-inch Concrete Pipe	15.00	600.00
160	lin. ft.	8-inch Sewer Pipe	1.50	240.00
100	lin. ft.	12-inch Sewer Pipe	2.00	200.00
140	lin. ft.	Salvaging Culvert Pipe	2.00	280.00
2	only	Concrete Manholes	250.00	500.00
24	only	Concrete Catch Basins	60.00	1,440.00
170	cu. yds.	Concrete Curbs	45.00	7,650.00
50	sq. yds.	Concrete Walks	3.00	150.00
3,000	cu. yds.	3" - 0 Material in Base	2.00	6,000.00
800	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	2,000.00
70	M-gals.	Sprinkling	3.00	210.00
0.40	mile	Preparation of Base	300.00	120.00
100	cu. yds.	3/4" - 0 Material in Binder Course	4.00	400.00
14	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	700.00
4,000	tons	Class "B" Asphaltic Concrete	7.00	28,000.00
14	tons	SS-1 Emulsified Asphalt in Seal Coat	50.00	700.00
80	cu. yds.	Aggregate in Seal Coat	5.00	400.00
1,070	lin. ft.	Asphaltic Concrete Traffic Markers	0.75	802.50
		Subtotal		$57,900.50
		10% Engr. & Cont.		5,790.05
		Total		$63,690.55

Length of Roadway 0.402 mile
Cost per mile $158,434.20

Type Code 6201
Outside City (Sta. 33+30 to 68+00)

All Required		Clearing and Grubbing (60%)		$ 1,200.00
30	sq. yds.	Removal of Pavement and Walks	$ 0.50	15.00
120	lin. ft.	Removal of Curbs	0.35	42.00
4	cu. yds.	Removal of Miscellaneous Concrete	10.00	40.00
7	only	Abandonment of Catch Basins	15.00	105.00
240	cu. yds.	Structural Excavation, Unclassified	3.50	840.00
5,900	cu. yds.	General Excavation, Unclassified	1.00	5,900.00
8,000	yd. sta.	Short Overhaul	0.02	160.00
60	C-yd. stas.	Long Overhaul	0.50	30.00
2,480	yd. mi.	Truck Haul	0.25	620.00
0.66	mile	Finishing Roadbed and Slopes	1,000.00	660.00
340	lin. ft.	12-inch Concrete Pipe	2.00	680.00
12	lin. ft.	15-inch Concrete Pipe	3.00	36.00
20	lin. ft.	8-inch Sewer Pipe	1.50	30.00
500	lin. ft.	12-inch Sewer Pipe	2.00	1,000.00
140	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	280.00
520	lin. ft.	Salvaging Culvert Pipe	2.00	1,040.00
70	cu. yds.	Class "A" Concrete	55.00	3,850.00
7,800	lbs.	Metal Reinforcement	0.12	936.00
1	only	Concrete Manhole	250.00	250.00
16	only	Concrete Catch Basins	60.00	960.00
130	cu. yds.	Concrete Curbs	45.00	5,850.00
5,300	cu. yds.	3" - 0 Material in Base	2.00	10,600.00
1,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	3,250.00
130	M-gals.	Sprinkling	3.00	390.00
0.66	mile	Preparation of Base	300.00	198.00
700	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,800.00
20	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,000.00
5,600	tons	Class "B" Asphaltic Concrete	7.00	39,200.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,000.00
120	cu. yds.	Aggregate in Seal Coat	5.00	600.00
1,730	lin. ft.	Asphaltic Concrete Traffic Markers	0.75	1,297.50
		Subtotal		$84,859.50
		10% Engr. & Cont.		8,485.95
		Total		$93,345.45

Length of Roadway 0.657 mile
Cost per mile $142,078.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway			
Inside City	$ 63,690.55	$39,341.00	$24,349.55
Outside City	93,345.45	57,659.00	35,686.45
	$157,036.00	$97,000.00	$60,036.00

HAYESVILLE SCHOOL-SALEM (LANA AVE.) SECTION

PROJECT NO. F-19 (4)

While negotiations for rights of way are in progress, eighteen parcels have not been acquired, but it is now believed that all rights of way or rights of entry can be made fully available within twenty-one days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 25, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 25, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

FA Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Marion

Seventh Supplemental

Route No. FAP 93

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
Item as Now Programed	116	F-29 (4)	Hayesville to Lana Ave. in Salem	Survey-Plans					Gr., Gr., 4-Lane High-type pavement
				Right-of-Way					
				Construction	253,000	157,000	96,000		
				TOTAL	253,000	157,000	96,000	1.50	
Requested Revision	116	F-29 (4)	Near Hayesville to Lana Ave. in Salem	Survey-Plans					Gr., Gr., 4-Lane High-type pavement
				Right-of-Way					
				Construction	157,036	97,000	60,036		
				TOTAL	157,036	97,000	60,036	1.06	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date June 25, 1951

By [illegible] (State Highway Engineer)

Reason for change: North end of project has been cut back to not conflict with the traffic interchange with the Proposed Salem by-pass route near Lancaster Drive, the details of which having not been completely developed at this time.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61039-1

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OCT 2 - 1951
FOR FILING

September 27, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 26, 1951 on Contract No. 3561, Hayesville-Salem (Lana Avenue) Section, in connection with Federal Aid Project No. F-19 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP:cw

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FOR FILING

F-[illegible](4)

3561

September 17, 1951

D-H Paving Company
6800 Evergreen Highway
Vancouver, Washington

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3561, which was awarded to you on August 13, 1951 by the State Highway Commission, covering grading and paving on the Hayesville-Salem (Lana Ave.) Section of the Pacific Highway East in Marion County, Oregon. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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OCT 15 1951
FOR FILING

AGENDA

August 13, 1951

D and H Paving Company
6800 Evergreen Avenue
Vancouver, Washington

Gentlemen:

The State Highway Commission on July 17, 1951 accepted your proposal for grading and paving Hayesville-Salem Section of the Pacific Highway East, near Salem in Marion County, for the sum of $149,696.00, and awarded contract No. 3561 to you subject to approval by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:is
cc: H.G. Smith
Goldie Lewis
S.H. Probert
L.R. White, Asst. Commissioner, SIAC

SYC

C SERVICE			
e class of service desired; er wise this message will be ent as a full rate telegram			
ULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
ODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 13, 1951
5:00 p.m.

D and H Paving Company
800 Evergreen
Vancouver, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving Hayesville-Salem Section of Pacific Highway East in Marion County for which you submitted low bid on July 17, 1951. Contract forms will be mailed you shortly for execution.

CC: Confirmation
C. W. Head
Auditor 5001-900)
Files
M. Duda

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 15 1951
FOR FILING

F-19(4)

2561

August 13, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We request your concurrence in the award today of the contract for grading and paving on the Hayesville-Salem Section of the Pacific Highway, Project F-19 (4), to the D. & H. Paving Co. of Vancouver, Washington, on the basis of its low bid submitted on July 17, 1951, in the amount of $149,696.

All required rights of entry are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
AUG 15 1951
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

F-19(4)

3561

August 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter advising that all rights of entry have been obtained for Oregon Project F-19(4), Hayesville-Salem (Lana Avenue) Section of the Pacific Highway East, we hereby concur as of this date in award of the contract to D-H Paving Company of Vancouver, Washington, who submitted the low bid of $149,696.00 on July 17, 1951.

Very truly yours,

C. C. Polk
C. C. POLK
Acting District Engineer

File

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FOR FILING

FORM E-30 25M 8-50 42288

F-2(4)

2561

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1951

SUBJECT: Assignment No. 2782

To: Mr. W. C. Williams
OFFICE

[illegible] agreement returned to John Cattrall 9.12.51 with notation: This agreement not necessary. File for reference only.

NOTED
W. C. WILLIAMS

Enclosed are two copies of an agreement with the City of Salem covering that portion of the Hayesville-Salem section within the city. These copies have been signed by the proper city officials; however, the agreement signed was re-written by the city and differs in several ways from the agreement prepared by the Highway Department and forwarded to the city. These differences are:

1. Under THINGS TO BE DONE BY THE STATE, Item 1: An additional sentence has been added which states that the State shall install no traffic bars or traffic separators at existing street intersections and shall remove such bars or separators at any street intersection established in the future.

2. Under THINGS TO BE DONE BY THE STATE, they have added Item 4 which provides that any damages resulting from changes of grade will be paid by the Highway Commission and not by the City.

3. Under THINGS TO BE DONE BY THE CITY, Item 1: They have again provided that no traffic bars or separators will be installed at street intersections.

4. Item 4 which provided that the City would assume responsibility for any damages caused by a change of grade has been omitted.

As, according to Mr. Enfield of the Legal Department, the City has no jurisdiction over this section of road, it is suggested that they be advised the entire matter will be dropped and no agreement entered into. The only purpose of the agreement as originally prepared was to ensure police enforcement of traffic (parking) regulations.

A copy of the original agreement prepared by the Highway Department is also enclosed.

John W. Cattrall J.F.H.
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
JUL 2[illegible] 1951
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

F-19(4)

[illegible]

July 25, 1951

NOTED
N. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-19(4)
Hayesville-Salem
Oregon Project S-211(3) [illegible]
Nyssa-Adrian
Applications for allotments
of controlled materials

Dear Sir:

Under date of July 23, 1951 the Division Office sent to Washington, recommended for approval, your applications on subject projects.

Very truly yours,

C G Polk

C. G. POLK
Acting District Engineer

REFERRED TO
Williams
By State Highway Engineer

CEIVED
1951
FOR FILING

Salem, Oregon
July 18, 1951

File No. 17360-Kerr
Salem-Hayesville Section
Pacific Highway East

Mr. J. M. Devers
Chief Counsel
Office

Attention: Mr. C. W. Parker

Attached hereto for further handling is a fully executed Quitclaim Deed to D. C. & Lilly Kerr for right of way for the Salem-Hayesville School Section of the Pacific Highway East in Marion County.

Secretary

rn
attach: 1

FORM E-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June [illegible], 1951

SUBJECT: File No. 17560-Kerr
Salem-Hayesville Section
Pacific Highway East

To: H. [illegible]
Secretary
[illegible]
[illegible]

Dear Mr. [illegible]:

[illegible] resolution [illegible], the [illegible] approved the purchase of [illegible] square feet, plus [illegible] a two foot slope easement from [illegible] Kerr, for the right of way for the Salem-Hayesville Section of the Pacific Highway East in [illegible] County.

[illegible]

[illegible],

[illegible]

[illegible] Parker

[illegible]:jc
Encl.

cc: [illegible]

June 18, 1951

Engineer

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FOR FILING
FORM E-30 29M 9-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1951

SUBJECT:

To: Mr. W. C. Williams ✓
OFFICE

In examining the plans for the Hayesville-Salem (Lana Avenue) project scheduled for letting at the July 16-17 Commission meeting, it is noted that the cross-section for the portion of the project within the City of Salem specifies four 11' traffic lanes with 8' parking lanes on each side. We are wondering if, in your opinion, it would be desirable to prepare an agreement with the City of Salem wherein the City would agree to adopt and keep in force all necessary ordinances to establish parallel parking only on this section. If you desire such an agreement, a suggested letter to the Legal Department is attached.

John W. Cattrall
Engineer, County and City Relations

By

Jno. F. Hagemann
John F. Hagemann
Field Engineer

approved
R.B.
forwarded to
Mr Devers
6-26-51

JFH:MM
Att.

NOTED
W. C. WILLIAMS

NOTED
W. W. STIFFLER

Salem, Oregon
June 25, 1951

Mr. J. M. Devers
Chief Counsel

On July 16 or 17, the Highway Commission plans to call for bids for the grading and paving of the Hayesville-Salem (Lana Avenue) Section of the Pacific Highway East. In connection with this project, it is requested that an agreement be prepared for execution by the City of Salem and the State Highway Commission covering the following points:

GENERAL

1. The project covers the reconstruction of the Pacific Highway East from Lana Avenue to the north city limits, a distance of 0.40 mile.
2. The project consists of grade widening, construction of concrete curbs, placing base rock, and placing an asphaltic concrete wearing surface ~~54'~~ 64' wide as shown on the attached plan.

THINGS TO BE DONE BY STATE

1. Prepare plans and specifications, advertise for bids, and supervise the construction of said project.
2. Pay all costs of said project.

THINGS TO BE DONE BY CITY

1. Adopt and maintain in force an ordinance or ordinances as required to establish parallel parking only on both sides of the Pacific Highway East from Lana Avenue to the north city limits.
2. The standard paragraph providing City shall move or cause to be moved all utility pipes or poles required by construction of the project.
3. The standard paragraph providing City shall save and hold harmless

the State from all claims, etc., arising out of any change in grade. NOTE: It is questionable if this paragraph is needed as the section of highway involved has never been a city street. The city limits until recently were south of Lana Avenue. Please use your own judgment on this matter.

As soon as available, six copies of the plan as referred to in "Item 2 - General" will be furnished for attachment.

In order to effect distribution to all parties concerned, five copies of this agreement will be needed.

As this project is up for bids on July 16 or 17, anything you can do to expedite the preparation of this agreement will be appreciated.

W. C. Williams
Assistant State Highway Engineer

JFH:MM

cc: John W. Cattrall

FI-174(11) Hood River-Mosier Sec., 1951
Columbia River Hwy.
#3562

RECEIVED

FOR FILING

August 23, 1954

C
O
P
Y

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-40

Dear Sir:

The fillowing is the cost of the work performed by the State in connection with the railroad line change on the Hood River-Mosier Section, as requested in your letter of January 20, 1954:

Contract No. 3507: FI-35(8)

Genteral Excavation, Common	178,522.4	Cu. Yds. at	$0.43	$ 76,764.63
General Excavation, Solid Rock	277,106.9	" " "	0.95	263,251.56
Short Overhaul	55,315	Yd. Sta. "	0.015	829.73
Long Overhaul	15	C-Yd. Sta. at	0.60	9.00
18" Ectra Str. C.M.P.	108	Lin. Ft. at	6.00	648.00
Signal Pole Holes	9	Holes "	13.86	124.74
State Furnished Rock				369.00
Plank Railroad				751.57
Subtotal				$342,748.23

Contract No. 3562:

Blasting Pole Holes, Dozer Work, et cetera, for Railroad Relocation	2,219.50
Subtotal	$344,967.73
Plus Engineering	11,659.91
TOTAL	$356,627.64

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Deputy State Highway Engineer

HGS:ar me
cc Mr. H. G. Smith

Union Pacific Railroad Company
Portland 12, 1954

C
O
P
Y

August 10, 1954

(File Ref. D 315-2-40)

Mr. R..H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Deputy State Highway Engineer.

Dear Sir:

Re: Hood River - Mosier Section,
Columbia River Highway

Please refer to my letter of June 29th requesting quantities in line change, above section of highway.

It will be appreciated if you can arrange to furnish these quantities at an early date in order that we may complete our accounting.

Yours very truly,

E. F. Kidder,
Division Engineer

Union Pacific Railroad Company
Portland 12, Oregon

C
O
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Y

June 29, 1954

D 315-2-40

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams,
Deputy State Highway Engineer

Dear Sir: Re: Hood River-Mosier Section of
Columbia River Highway

In order that we may complete our accounting on the line change, it would be appreciated if you will furnish me a statement of quantities, including Engineering, that were involved in the railroad line change on this project.

Yours very truly,

/s/ E. F. Kidder

E. F. Kidder
Division Engineer

Union Pacific Railroad Company
Portland 12, Oregon

C
O
P
Y

January 20, 1954

File: D 315 - 2 - 40

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Ass't State Highway Engineer

Dear Sir:

HOOD RIVER-MOSIER SECTION OF
COLUMBIA RIVER HIGHWAY

I recently wrote you requesting unit quantities and prices on various line changes through the Columbia River Gorge. However, I find that I failed to ask for information on the line change on the Hood River-Mosier Section.

Will you please furnish me a list of quantities and prices for all work performed by the State in connection with railroad line change?

Yours very truly,

/s/ E. F. Kidder

E. F. Kidder
Division Engineer

RECEIVED
FOR FILING

FI-174 (11)
FI- [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 29, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3562	19-Post-final	PARKER-SCHRAM CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14117	R-72138	$ 5,133.60	July 28, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: Extended to March 31, 1953 without penalty

Completion Date: Feb. 28, 1953

Date Accepted: April 8, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-29-31

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wicklander

NOTED ON CARD

RECEIVED
FOR FILING

R. F. [illegible]

July 17th, 1953

Hood River-Mosier Section
Contract #3562 FI-174(11)
FI [illegible](1)

FINAL COST ANALYSIS
Topping and Slope Protection

Columbia River Highway
Prefix 14-1014 FI 174(11) FI 35(4)

Parker-Schram Co., Contractor
A. V. Benedict, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Loose Rock Excavation	310,000	Cu. Yd.	$0.55	$0.373	$115,733.43	$170,500.00
Solid " "	412,195.8	" "	1.00	0.725	299,209.64	412,195.80
Short Overhaul	3,771,265	Yd. Sta.	0.01	0.011	38,283.23	37,712.65
Long Overhaul	275,179.5	C-Yd. Sta.	0.45	0.44	116,088.12	123,830.78
Excav. & Place Topsoil	24,908	Cu. Yd.	0.50	0.45	11,212.11	12,454.00
Hauling Topsoil	39,969.5	Yd. Mi.	0.20	0.183	7,322.30	7,993.90
Preparing, Fertilizing and Seeding of Grass Area	34.14	Acre	125.00	100.00	3,413.27	4,267.50
PA #1, 18" Concrete Pipe	90	Lin. Ft.	3.50	3.20	283.31	315.00
PA #1, Solid Rock Excav.	888.5	Cu. Yd.	1.00	0.94	838.82	888.50
PA #2, Sand Filler	13,939	" "	0.50	0.40	5,546.07	6,969.50
PA #2, Hauling Sand Filler	37,770	Yd. Mi.	0.20	0.17	6,559.17	7,554.00
PA #3, Special Excav.	4,761	Cu. Yd.	2.00	1.33	6,360.31	9,522.00
PA #4, Clearing & Grubbing	All		250.00	228.38	228.38	250.00
PA #4, Loose Rock Excav.	6,073.5	Cu. Yd.	0.55	0.46	2,811.44	3,340.43
PA #4, 18" Concrete Pipe	54	Lin. Ft.	3.50	3.07	165.80	189.00
PA #4, 12" " "	24	" "	2.20	1.96	47.03	52.80
Force Account					2,738.52	2,808.78
					$616,840.95	$800,844.64

Gross Revenue	$800,844.64
Total Cost	616,840.95
Net Profit	$184,003.69

Net Profit Equals 22.9% of Gross Revenue

Hood River-Mosier
Contract #3562

Detail of Cost

Labor:			
Supervision		$ 14,839.07	
Labor		180,224.64	
Labor Insurance		14,922.37	
			$209,986.08
Materials:			
12" Concrete Pipe	24 Lin. Ft. at $1.01	24.24	
18" " "	144 " " " 1.94	279.90	
Creeping Red Fescue Grass	340 Lb. at $87.00 Cwt.	295.80	
Alta Fescue	438 " " 50.00 "	219.00	
English Rye	340 " " 18.00 "	61.20	
White Clover	238 " " 70.00 "	166.60	
Sulphate Ammonium	5,100 " " 70.00 Ton	178.50	
Ammonium Phosphate	5,100 " " 90.00 "	229.50	
State Tax on Seed	1,356 " " 0.10 Cwt.	13.56	
			1,468.30
Equipment Rental & Misc. Supplies:			
Equipment Rental (Owned)		232,954.17	
" " (Hired Fully-operated)		57,500.00	
Gas, Oil & Grease		32,730.38	
Bond		5,967.83	
Railroad Bond		773.50	
P.L. & P.D. Insurance		2,438.30	
Small Tools & Misc. Supplies		9,388.33	
Explosives		33,517.05	
P.U.C.		426.63	
Royalty on Gravel Used on Haul Road	11,161 Cu. Yd. at $0.05	558.05	
Drill Steel & Bits		1,475.50	
Move In, Freight & Cartage		3,785.50	
Home Office & Overhead		23,871.33	
			405,386.57
Total Cost			$616,840.95

Hood River-Mosier
Contract #3562

Remarks:

This was a "Federal Aid Project" for the construction of 7.36 miles of rock embankment slope protection and rock topping on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco counties.

This project was bid July 16th, 1951, awarded August 14th, 1951, work started August 29th, 1951, and the project was completed February 28th, 1953.

A drilling crew of four men moved in and started drilling two coyote holes on August 27th, 1951, at the Koberg quarry, Station 1300, using two 315 cu. ft. compressors, jackhammers, one light plant to furnish light for the tunnel work and two 3/4-ton Dodge pickup trucks with a winch mounted on the back of the truck run by a compressor to operate a small dragline bucket to drag the loose rock out of the holes. The two shafts were 85 feet apart and dug in 65 feet with 22.5-foot tees. The digging of the holes was completed September 25th, then the holes were loaded with 22½ tons of powder and back-filled, and the quarry was shot October 3rd, 1951, with good results, breaking up approximately 65,000 to 70,000 cu. yd. of rock. The second shaft was dug in the quarry 95 feet with 15-foot tees and loaded with 27 tons of powder and was shot December 13th, getting very good results. The third and last shaft was dug into the quarry approximately the same length as the second set of holes, and the quantity of powder used was 27.5 tons. There were very good results on this shot. A total of 71½ tons of powder was used in the three shots, and approximately 210,000 cu. yd. of rock was removed from this quarry site.

The contractor moved two 315 cu. ft. compressors and two wagon drills onto the point above the railroad tunnel at Station 1396 and started the first lift of this cut on February 11th, 1952. On February 19th, 1952, a new 600 cu. ft. compressor was added to the drilling equipment. Drilling and blasting had to be made in small shots due to working over a railroad tunnel. A D-8 cat and dozer was used to push the blasted rock off the cliff to enable the drillers to resume the drilling. Good progress was made on this operation.

The shot rock at the Koberg quarry was loaded with a 2½ cu. yd. Northwest shovel into two 12 cu. yd. Euclid trucks on the short haul, but, as the hauling distance increased, more Euclid trucks were added until a total of six was used. The material that was used for rock blanket and topping from Station 1173 to 1204+90 had to be hauled on streets in the City of Hood River and was hauled with seven 5 cu. yd. trucks.

The topsoil obtained from the old orchard near the Koberg quarry was loaded with a 3/4 cu. yd. dragline shovel and hauled with six 5 cu. yd. trucks, four owned and two rented. This material was dumped on the top edge of the slopes and worked down the slopes with one D-8 cat and dozer and one D-4 cat and dozer. Good progress was made on this item.

The contractor moved his 2½ cu. yd. Northwest shovel and Euclid trucks to the Tunnel Point rock cut at Station 1395 on May 14th, 1952, and started hauling the rock between Stations 1380 and 1421. A large quantity of rock was placed between Stations 1385 and 1389 due to the settlement of the sand where no rock toe was placed to hold the sand and the rock in place. The current of the Columbia River forms an eddy between Stations 1385 and 1389 which caused the sand to be washed out; therefore, more rock was used than anticipated. Also, between Stations 1398 and 1401 the grade had dropped approximately 4 feet, and this required an additional amount of rock topping. Rock hauling ceased on July 15th, and waited for the hydraulic embankment to be brought to grade. The shovel was overhauled, operation resumed September 11th, 1952, and the largest portion of the material was moved by September 29th, 1952.

The shovel and Euclid trucks were moved to the Mosier talus deposit approximately 1,000 feet south of the highway at Station 1497. This deposit contained all of the loose rock excavation on the job. The contractor began loading and hauling rock on the south side of the Mosier overcrossing and dumping on the north side to build up the approach so they could use the overcrossing to haul the material from the quarry site. Three days were required to build the haul road to the quarry. Hauling of the rock blanket material was started October 6th, 1952, with 8 Euclid trucks, loading with a 2½ cu. yd. shovel.

The contract called for a total of 410,000 cu. yd. of rock blanket and slope protection, but when the contract was completed a total of 722,196 cu. yd. was placed. The overrun was largely due to the various slideouts, sunken grade and the long rock slopes between Stations 1338 and 1389. Good progress was made on the 310,000 cu. yd. of loose rock excavation despite the fact that the material in this talus deposit would slide continuously, and on one occasion the shovel and toolhouse had to be moved to keep from going down grade with a slide.

The contractor kept his haul roads over the coarse rock topping in excellent condition by blanketing with sand or fine pit run gravel. The haul roads were sprinkled and bladed frequently. This permitted the trucks to travel at high speed and at low repair cost and was a major reason for high production obtained on the job.

The contractor had good bid prices, good equipment and good supervision, and, due to the large volume of material moved, an excellent profit was realized.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

[illegible]
FOR FILING

2562

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

JULY 7, 1953

(File D 315-2-40)

PARKER-SCHRAM COMPANY
200 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Mosier-The Dalles Section of the Columbia River Highway in Wasco County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 578420 dated June 26, 1953 in the amount of $544.06, covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 578420 covers certain damage by your operations in the vicinity of Railroad Milepost 74.7 on February 25, 1953; M.P. 74.2 on February 26, 1953, and M.P. 74.7 on March 9, 1953. Please favor us with payment at your early convenience.

Very truly yours,

J. C. Kimmell

J. C. Kimmell,
Superintendent

cc:
Glens Falls Indemnity Company
225 S. W. Fourth Ave.
Portland, Oregon
Glens Falls Indemnity Company
c/o Amerata & Schram
440 Mead Building
Portland, Oregon
☞ Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Commission
Salem, Oregon

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 26, 1953

F1-174(11)
F1-35(4)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3562	18-final	PARKER-SCHRAM CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12105	R-69745	$ 23,871.33	6/26/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: to March 31, 1953 without penalty

Completion Date: Feb. 28, 1953

Date Accepted: [illegible] April 8, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: A. A. Wicklander

NOTED ON CARD
6-30-53

RECEIVED
FOR FILING

F1-174(1)
F1-[illegible](1)

June 12, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3562 for work performed on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties was completed by the contractor, Parker-Schram Co., on February 28 and was formally accepted by the Highway Commission on April 8, 1953.

Final payment in the amount of $23,871.33 will be released to the contractor on or after June 22, 1953. The total contract amount is $795,711.04, of which amount $2808.78 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

6-12-53 gl

RECEIVED
JUN 8 - 1953
FOR FILING

June 3, 1953

Oregon State Highway Commission

Gentlemen:

In the construction of the new Columbia River Highway between Hood River and Mosier by Contractor [illegible] Company, considerable difficulty was encountered in stabilizing the highway slopes, which encroached into the river to great depth, sometimes as much as 90 feet below the water level. Several slipouts of embankment materials occurred, resulting in necessity of replacing the slipouts with heavy rock materials, which it appears will result in an overrun of the project authorization of approximately $80,000, an 11 percent overrun. The actual construction overrun is $99,000, but the engineering underrun $19,000, resulting in a net overrun of $80,000. All of this overrun was occasioned by the placement of additional rock, both in slope protection and rock toe wall, which was not anticipated in the original plan.

This matter will be on the next agenda, and it is respectfully requested that the project authorization on Contract No. 3562, Hood River-Mosier Section, be increased $80,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

FORM E-90 25M 9-51 62319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

In answer to Assignment #4233, I am attaching Mr. Benedict's report on the Hood River-Mosier Section rock blanket Contract #3562 in which he mentions some of the factors which caused the overrun.

Inasmuch as the material was measured in excavation and there were a great many changes in the fill quantities, it will be quite difficult to determine exactly how much additional material was used in the various phases of the work. As soon as McCallister's office has finished checking the final estimate, I will return the data to Benedict and ask him to do the best he can to provide a more detailed analysis of where the overrun occurred. Of course the overrun was primarily caused by the soft foundation throughout the length of the job which required a great deal more yardage from the Kuckenberg cut than was originally contemplated and prevented a considerable distance of toe wall being constructed under that contract. In these places where no toe wall was built the hydraulic fill was made somewhat narrower and an increased amount of riprap placed thereon. Some of the items which caused the overrun are:

1. The Second Street overcrossing in Hood River was not authorized until after the award of this contract. This required a considerable additional amount of rock topping.

2. About 150,000 yards placed in the sections from Station 1379 to Station 1381, from 1389+25 to 1390, from 1396+65 to 1400+54, from 1464 to 1468 and from 1481 to 1485, where the fill was made entirely of rock due to the inability to hold the dredged section. The underlying soft material had to be displaced by the rock, which required very much more than the cross sections would indicate.

3. Twenty-five percent swell was anticipated on the material to be obtained from the Mosier talus pit. This was not obtained.

4. Excessive settlement occurred in a number of places where additional topping had to be used to bring the roadbed back to grade. A rough estimate would indicate that 50,000 yards was used in this work.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

HOOD RIVER - MOSIER SECTION
Columbia River Highway
ROCK BLANKET
Contract No. 3562

EXPLANATION OF OVER-RUNS AND UNDER-RUNS

Original authorization	$539,550.00
Additional authorization 12-20-51	195,000.00
Total present authorizations	734,550.00
Final cost	815,068.77
Over-run	$ 80,518.77 = 11.0%

Item No. 1. Loose Rock Excavation:

Original estimate	180,000 cu. yds.
Final quantity	310,000 " "
Over-run	130,000 cu. yds. = 72.2 percent

Item No. 2. Solid Rock Excavation:

Original estimate	230,000 cu. yds.
Final quantity	412,195.8 cu. yds.
Over-run	182,195.8 cu. yds. = 79.2 percent

Principal cause of the over-run in both these items was the non-completion of Rock Toe Embankments under contract No. 3507. Rock Toe Embankments were omitted between stations 1338+12 and 1400 and between stations 1481 and 1485. Narrow sand fill was placed between stations 1338+12 and 1389, with a very heavy Rock Blanket for protection in lieu of the rock toe embankment. Between stations 1397 and 1401 and between stations 1481 and 1485, no sand fill was used, the entire roadway fill being made out of rock under this contract. In addition, rock toe embankment between stations 1464 and 1468 blew out while hydraulic fill was being pumped in. Hydraulic fill was abandoned between these stations and the embankment completed with rock under this contract. Excessive settlements in the hydraulic embankments were built up with rock under both these items.

Item No. 3. Short Overhaul:

Original estimate	2,400,000 Yd. Sta.
Final quantity	3,729,843 " "
Over-run	1,329,843 Yd. Sta. = 55.4 percent

Item No. 4. Long Overhaul:

Original estimate	220,000 C-Yd. Sta.
Final quantity	264,692 " " "
Over-run	44,692 C-Yd. Sta. = 20.3 percent

Increase in haul items was due to the greatly increased quantities of rock handled. Short Overhaul increased much more than Long Overhaul because the large fills causing the heavy over-run in excavation items were located relatively close to the sources of supply.

Explanation of Over-runs and Under-runs
Contract No. 3562

Item No. 5.	Excavating and Placing Topsoil:	
	Original estimate	26,000 cu. yds.
	Final quantity	24,908 " "
	Under-run	1,092 cu. yds. = 4.2 percent

Item No. 6.	Hauling Topsoil:	
	Original estimate	48,000 Yd. Mi.
	Final quantity	39,969.5 Yd. Mi.
	Under-run	8,030.5 Yd. Mi. = 16.7 percent

Item No. 7.	Preparing, Fertilizing and Seeding Grass Areas:	
	Original estimate	40 Acres
	Final quantity	34.14 Acres
	Under-run	5.86 Acres = 14.7 percent

So much of the topsoil placed the first season blew out and had to be oiled as protection to the railroad that all of the remaining slopes which were to have been seeded were blanketed with rock and both topsoil and seeding omitted. Not all the area topsoiled the first season had been seeded, which accounts for the difference in under-run. The original estimate provided that all topsoil would be hauled from near station 1300. For topsoil in the vicinity of Mosier, the contractor provided suitable local material at considerable saving in haul. Also, the portions of the project on which topsoil was omitted were at the greater distances from the original source.

P.A. No. 1.	Access Road to Quarry:	
	Original estimate	$1,550.00
	Cost	1,203.50
	Under-run	346.50 = 22.4 percent

Estimate was made in advance of field work, and was not very close.

P.A. No. 2.	Sand Filler, to bind and smooth loose rock:	
	Revised estimate	$7,400.00
	Final cost	14,523.50
	Over-run	7,123.50 = 96.3 percent

Over-run in sand filler was caused by the decision on January 10, 1953, to open this section to traffic on an emergency basis. The contractor was at that time getting his filler from a sand and pea gravel pit near Mosier. This material was used clear back to Hood River to bind and level the surface for the general public.

P.A. No. 3.	Special Excavation (for culvert):	
	Original estimate	4,000 cu. yds.
	Final quantity	4,761 " "
	Over-run	761 cu. yds. = 19.0 percent

Estimate was made before the project had been staked in the field and insufficient allowance was made for the width of the fill at the time.

(Signed) A. V. Benedict

No. 4233
By

ASSIGNMENT

May 18, 1953

Description: Semi-final estimate of Hood River-Mosier (3562), Parker-Schram Contract, 5-14-53. Job completed 2-28-53.

Acknowledged by ______ Referred to Mr. H. G. Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXXX Return with rough draft of reply To Comm.
Please prepare for ____________________ Signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5-20-53 Report received ________

Remarks: Please determine major items overrun and explain necessity or cause. Return yellow sheet to Probert.

RECEIVED
MAY [illegible] 1953
FOR FILING

F1-[illegible]
F1-[illegible](1)
[illegible]

May 21, 1953

Glens Falls Indemnity Company
Pacific Coast Dept.
Wills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Co. in connection with contract No. 3562, for topping, slope protection on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

This payment, in the amount of $70,481.63, will be released to the contractor on or after June 1, 1953. The retained percentage is $23,871.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
5-24-53

UNION PACIFIC RAILROAD COMPANY
Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

APRIL 16, 1953

(File: D 315-2-40)

PARKER-SCHRAM COMPANY
200 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

Under contract between your company and the Oregon State Highway Commission you are performing work on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco County, Oregon. This Highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 615645 dated April 1, 1953, for $22.19 covering this damage. Bill 615645 covers damage by your blasting operations in the vicinity of Railroad M.P. 66.75 on June 13, 1952. Please favor us with payment at your early convenience.

Yours very truly,

A. McAllister

A. McAllister,
Superintendent

cc:
Glens Falls Indemnity Company
225 S. W. 4th Street
Portland, Oregon

Glens Falls Indemnity Company
c/o Amerata & Schram
440 Mead Building
Portland, Oregon

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
APR 20 1953
STATE [illegible]

RECEIVED
FOR FILING

March 17, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-41

Dear Sir:

This will acknowledge receipt of your letter of March 13 in which you advise that railroad property was damaged on March 9 by equipment of Parker-Schram Company, contractor on the Mosier-The Dalles Section of the Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

MARCH 13, 1953

(File D 315 - 2 - 41)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Glens Falls Indemnity Company
Glens Falls, New York

Glens Falls Indemnity Company
c/o Amerata & Schram
440 Mead Building
Portland, Oregon

cc: Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Glens Falls Indemnity Company policy No. SPL-50563 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Mosier-The Dalles Section of the Columbia River Highway.

In accordance with the Policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property (signal line and equipment) was damaged by equipment of Highway Contractor, Parker-Schram Company on the evening of March 9, 1953 at Railroad M.P. 74.7.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

Form E-1—10M—11-51

F1-[illegible]
F1-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 28, 1953, 19

Section Hood River - Mosier

Kind of work Topping and Slope Protection.

Highway Columbia River

Section prefix 14-1014

Contractor Parker - Schram Co.

Contract number 3562

Date of contract Aug. 14, 1951, 19

Date of completion Sept. 30, 1952, 19

Date work started Aug. 29, 1951, 19

Estimated date of completion Feb. 28, 1953, 19

Amount of contract $479,600.00

Per cent of time elapsed 143 %

Estimated cost of completed project, exclusive of engineering $780,000

Per cent of contract completed, based on total contract price %

Engineering cost to date $ 16,000, 3.3 %

Date project was completed Feb. 28, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor sent two men to Mosier the latter part of the week and completed raking of topsoil in the area of the Mosier grade separation. Also drilled and shot a rock showing up in the grade at station 1396.

All work under this contract has been completed and contractor has moved his entire outfit to Rowena.

FINAL REPORT

NOTED
H. G. SMITH

NOTED
FORREST [illegible]

RECEIVED
MAR 23 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 63382

RECEIVED
MAR 6 1953
FOR FILING

[illegible]-199(4)
[illegible]-35(4)
2062

March 5, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-41

Dear Sir:

Receipt is acknowledged of your letter of March 2 advising that operations of Parker-Schram Company on the Mosier-The Dalles Section resulted in damage to Railroad property on February 25 at Railroad M.P. 74.7 and on February 26 at Railroad M.P. 74.2.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

MARCH 2, 1953

(File D 315 - 2 - 41)
Mosier-Rowena

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Glens Falls Indemnity Company
Glens Falls, New York

Glens Falls Indemnity Company
c/o Amerata & Schram
440 Mead Building
Portland, Oregon

cc: Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Glens Falls Indemnity Company policy No. SPL-50563 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Mosier-The Dalles Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property (signal lines and equipment) was damaged and a contractor's employee injured by contractor's equipment on February 25, 1953 at Railroad M.P. 74.7; and on February 26th Railroad signal equipment was damaged by blasting operations at Railroad M.P. 74.2. Both occurrences were due to the operations of the highway contractor, Parker-Schram Company.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,

A McAllister
A. McAllister,
Superintendent

RECEIVED
MAR 6 1953
FOR FILING

FI-
FI- 11
3562

March 4, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Parker-Schram-Contract

Dear Sir:

This is to advise you that work was completed on February 28, 1953 on Contract No. 3562, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-174 (11), FI-35 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
DEC 29 1952
FOR FILING

R

December 19, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

This will acknowledge receipt of your letter of December 16 advising that railroad property (including three telegraph wires) was damaged October 30, 1952 at Railroad M.P. 72.5 by the operations of Parker-Schram Company, contractor on the Mosier-The Dalles Section of the Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

UNION PACIFIC RAILROAD COMPANY
Office of the Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

November 16, 1952

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

GLENS FALLS INDEMNITY COMPANY
Glens Falls, New York

Glens Falls Indemnity Company
c/o Amerata & Schram
440 Mead Building
Portland, Oregon

cc: Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Glens Falls Indemnity Company policy No. SPL-50563 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Mosier-The Dalles Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property, including three (3) telegraph wires) was damaged October 30, 1952 at Railroad M.P. 72.5 by the operations of the Contractor, Parker-Schram Company. We expect to present claim for this damage when the amount has been determined.

Please acknowledge receipt.

Yours very truly,

A. McAllister,
Superintendent

RECEIVED
DEC 1 1952

RECEIVED
FOR FILING

F1-124(a)
F1-3[illegible](a)
3562

November 6, 1952

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 183 days, from September 30, 1952 to March 31, 1953, within which to complete your contract No. 3562 for topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OC [illegible] 52
FOR FILING

FI-31(4)
FI-32(1)

October 2, 1952

Request for extension of time
No. 5
October 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on Contract No. 3562, Hood River-Mosier Section of the Columbia River Highway, from September 30, 1952 to March 31, 1953.

The progress of the work on this contract was dependent upon the completion of work by two other contractors in the same area. Failure of these contractors to complete their projects within the required time made it impossible for Parker-Schram to complete their portion of the work.

Since the overrun is not the fault of the contractor, I recommend that the extension be granted without penalty. Mr. [illegible] of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED
SEP 30 1952
FOR FILING

September 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3562, Hood River - Mosier Section of the Columbia River Highway, Ore. F-174 (11) and FL-35 (4), from September 30th, 1952 to March 31st, 1953, to Parker-Schram Company, contractor.

The progress of the work on this contract was dependent upon the completion of work by two other contractors. Because of their failure to complete within the required time limits, it has been impossible for this contractor to complete his portion of the work.

Since the overrun is not the fault of the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
DEC [illegible] 1951
FOR FILING

[illegible]
[illegible] (4)
[illegible]

December 12, 1951

Oregon State Highway Commission

one copy 2
3507

Gentlemen:

Fifteen years ago, when it was decided to place the new Columbia River Highway in the river between Troutdale and Dodson, it was considered a very bold decision, and many engineers over the country watched the outcome. I might say, in passing, that I was rather nervous about it, myself, because there was no precedent for such action. However, our plan of the heavy toe wall worked out very satisfactorily, and the road that was built withstood the great flood of 1948.

Recently, however, difficulties have developed on the rock toe and grading project on the Hood River-Mosier Section, Contract No. 3507, Kuckenberg Construction Company, which difficulties were not foreseen at the time of taking the bids and, as a result, the project authorization will materially overrun.

Our plans call for the construction of a rock toe wall based upon a pool elevation of 72 feet, which is the design elevation for the normal pool of the Bonneville reservoir. Due to the power shortage in the Northwest in the fall of this year, the Bonneville Administration arranged, through the use of flashboards, to raise the level of the pool six feet above normal. This not only required the raising of the elevation of the toe wall (which increased the amount of rock riprap materially) but likewise caused the washing away through wave action of a considerable amount of materials placed back of the wall, consisting of small rock and earthy materials. We also encountered difficulties in stabilizing the toe of the rock fill due to mud deposits in the bottom of the river bed, mainly because some of the material in the rock cut was small rock.

Of the 720,000 cubic yards of material in the rock cut which we are moving, there is a deficiency of about 160,000 cubic yards of material suitable to construct the toe wall and rock embankments. This is due to the development of small rock and the presence of clay seams in the cut, which condition was not expected from the preliminary investigation.

To obtain this additional amount it is more economical to use a rock quarry located on the Parker-Schram Company contract, a contract for the placing of riprap for topping on the same Hood River-Mosier Section. It would cost about

$45,000 additional to attempt to secure suitable materials on the Kuckenberg contract. However, the furnishing of the additional materials by Parker-Schram Company will result in an estimated increase in the amount of their contract of $195,000. It is expected that, due to decrease of haul materials, the Kuckenberg contract will be finaled out for a saving of $45,000 which will result in a net overrun of $150,000 in the two contracts. The two contracts total approximately $1,325,000, so that the overrun represents 11.3 per cent of that amount.

The total cost of our contracts this year will be under the authorized amount, and I feel certain that will also be true of the year 1952, but unfortunately there are instances from time to time, such as those above cited, which cause overruns on certain jobs. It is, therefore, respectfully requested that the project authorization on the Parker-Schram contract, No. 3562, to increased $195,000. Any savings on the Kuckenberg contract will automatically be evidenced by the final estimate.

This matter must be decided immediately because if Parker-Schram is to do the work, the Company desires to proceed this winter. The matter will be on the next agenda, and I recommend your favorable action toward increasing the authorization as requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

RHB:hi bl

FORM E-90 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5th, 1951

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

On the Hood River-Mosier Section the rock toe embankment being constructed under Contract #3507, Kuckenberg Construction Company, is not building out as fast with the material from the cut at station 1425 to 1445 as had been estimated when the plans were prepared. This is due to several reasons.

The cut originally was estimated to contain 420,000 cubic yards of common material and 300,000 cubic yards of solid rock. The common material was thought to be largely talus, which we believed would act similar to the material which was obtained from the Oneonta borrow on the Troutdale-Dodson Section. In actual practice, however, we have only been able to construct the rock toe embankment from the solid rock portions of the cut, as the rock toe embankment is not stable when built from the talus or from any portion of the cut which contains clay. This unstableness is greatly accentuated by the rise in lake level caused by the flashboards which were placed on the Bonneville Dam. The Bonneville Pool is now operated about 6 feet above the 72-foot crest for which it was designed and is operated to conserve water for power wherever possible. On Monday morning, after the industrial shutdown over Sunday, the pool elevation will be sometimes as high as 78. During the week it may lower to as low as 72.

In addition to this, from station 1445 to 1460 and from 1415 to 1430 a great deal of soft mud has been deposited on the river bed which was displaced by the rock toe embankment. This required a great deal of material over that originally estimated.

At the present time it is quite evident there is only enough material in the cut to build the rock toe embankment from station 1397 to 1485, and that there will be little or no material to build the rock toe embankment from station 1338 to 1389. Therefore, it is proposed to consider the Kuckenberg contract finished as soon as he has removed all of the material from the cut between station 1425 and 1445 even though the rock toe embankment from station 1338 to 1389 be not finished, and to redesign that portion of the contract from station 1338 to 1389 by the elimination of the rock toe embankment from station 1338 to 1370 and to allow Parker-Schram to construct a modified rock toe embankment from station 1370 to 1389 under their contract, since the only available rock quarries on the job are part of the Parker-Schram contract.

Under this scheme the rock toe embankment will be eliminated from station 1338 to 1370, and the outer portion of the fill from station 1370 to 1389 (called a rock shoulder embankment) will be constructed of rock in lieu of the rock toe embankment, the only difference being that its top will be placed at the subgrade elevation and the river slope will be 1½:1 instead of the 3:1 which has been used where the rock toe embankment has been constructed. This will probably cost some additional maintenance, as 1½:1 slopes are much more subject to sluffing by wave lapping than 3:1 slopes. However, inasmuch as this is a short section and fairly well protected from the current by the point which juts out east of station 1389, it is felt that we will be justified in taking this chance in order to keep the cost nearer to the original estimate.

Parker-Schram, who have the contract for the riprapping on the sand slopes and the rock cushion on top of the embankment, have three sources of rock on their contract, the Koburg quarry opposite station 1295, the cut opposite the railroad tunnel at station 1389, and the loose rock talus pit near Mosier opposite station 1500. Therefore, it will be necessary to adjust their plans to compensate for the shortage of suitable rock toe embankment under Kuckenberg's contract by eliminating the rock toe embankment between station 1338 and 1370 and substituting rock shoulder embankment at the shoulder line between station 1370 and 1389, requiring the following adjustment in this contract:

1. Provide additional slope protection between station 1338 and 1370.
2. Complete rock embankment between station 1370 and 1389 by using rock from the roadway cut between station 1390 and 1397.
3. Readjust planned distribution of riprap and topping materials to compensate for the elimination of the roadway cut between station 1390 and 1397.

This will result in the following increase in cost at the contract bid prices:

Additional material from the Koburg quarry for Items 1, 2 and 3:		
Solid Rock Excavation	160,000 Cu. Yd. at $1.00	$160,000
Additional material from the Mosier loose rock quarry:		
Common Excavation	31,000 Cu. Yd. at $0.55	17,050
Additional haul due to increased quantities and redistribution		17,950
		$195,000

It is recommended that the Commission be requested to increase the authorization of Contract #3562, Parker-Schram, by the amount of $195,000.

Sheets showing the redesign and redistribution are attached.

Very truly yours,

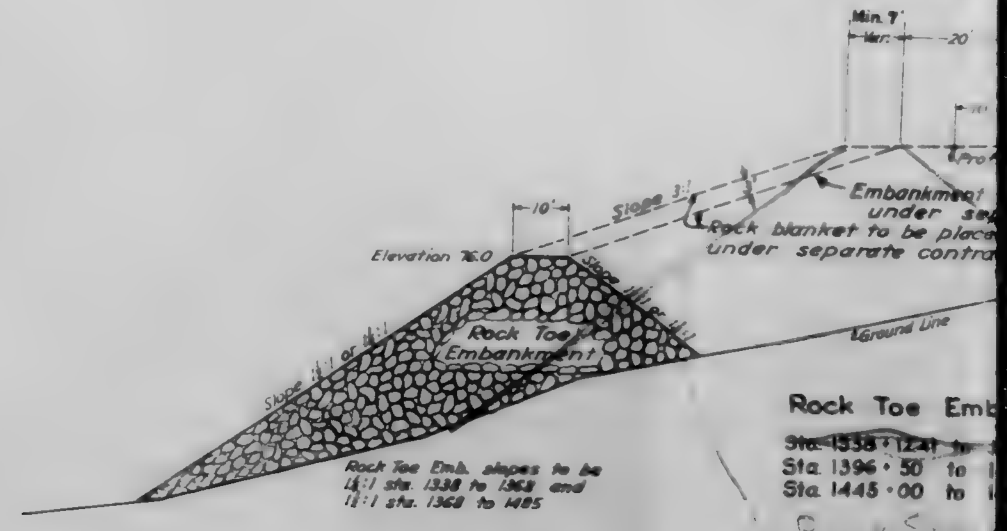
H. G. Smith
Construction Engineer

HGS:AR
Enc.

SUMMARY

Length of F.I. Project 2.640 Miles

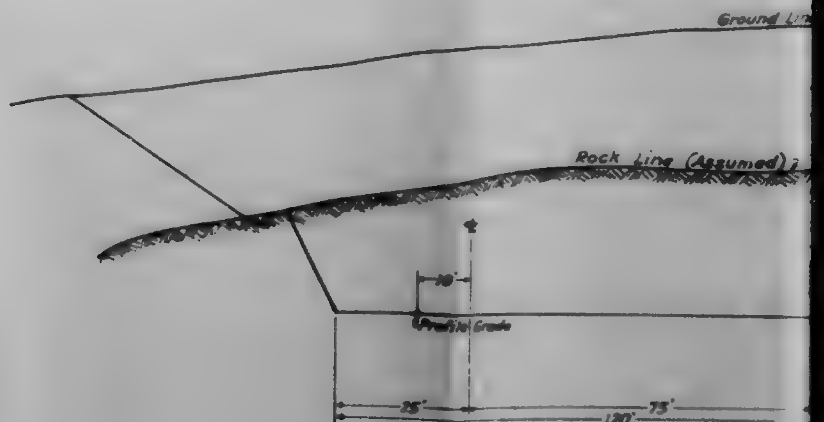
ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Clearing & Grubbing	All	All		All
General Excavation, Common	Cu Yd	393,247	26,753	420,000
General Excavation, Solid Rock	Cu Yd	262,391	37,609	300,000
Short Overhaul	Yd Sta	3,587,306	358,694	3,946,000
Long Overhaul	"C" Yd Sta	199,228	19,772	219,000



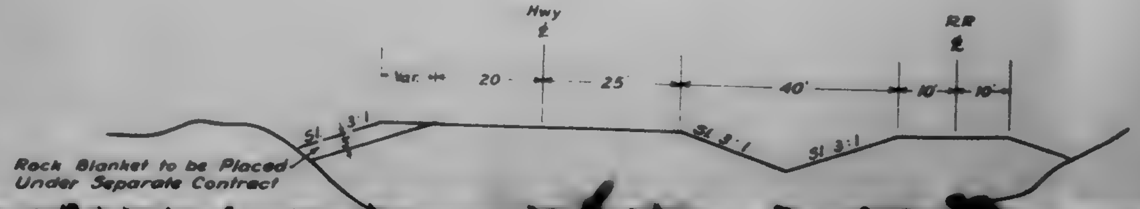
Rock Toe Emb

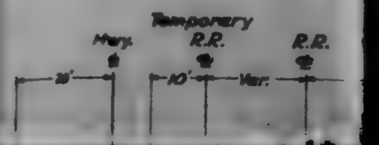
Sta. 1338 + 12.41 to
Sta. 1396 + 50 to
Sta. 1445 + 00 to

Rock [illegible]
" 1370 to



Permanent Roadbed Const. in
Sta. 1431-1445

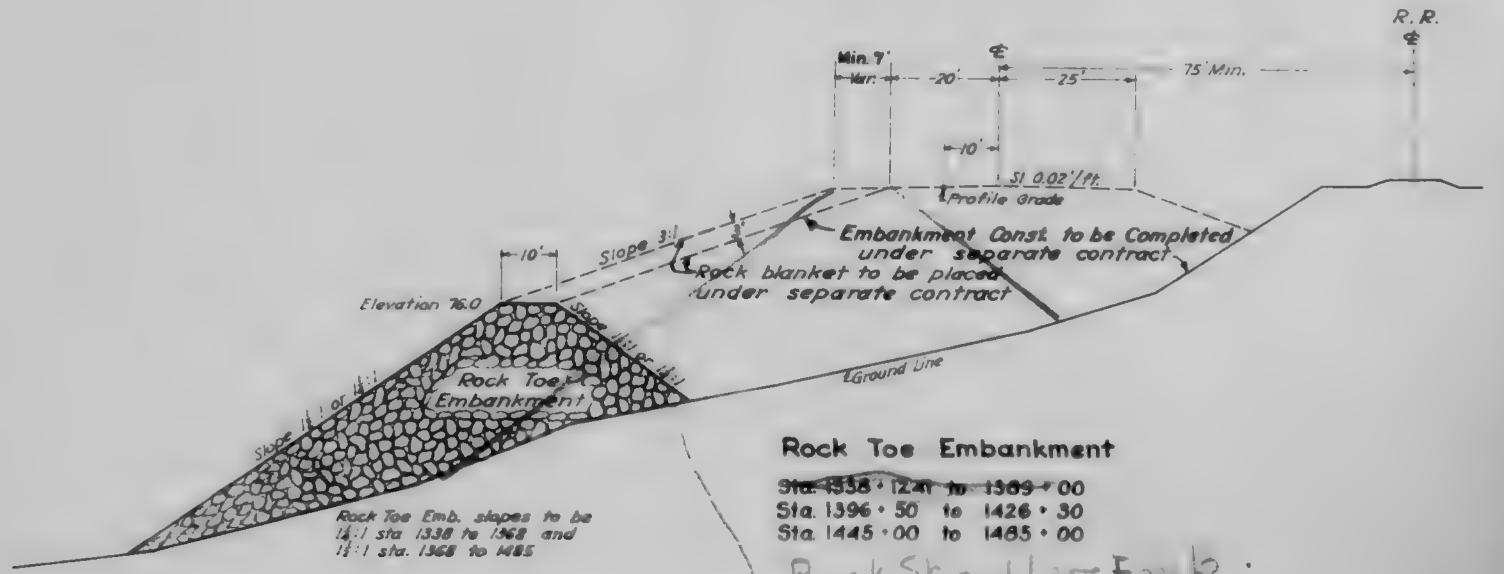




E. UNIT HOOD RIVER-MOSIER SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-35(3)		See index

ngth of F.I. Project 2.640 Miles

IT	NET QUANTITY	ALLOWANCE	TOTAL
l	All		All
Yd	393,247	26,753	420,000
Yd	262,391	37,609	300,000
Sta	3,587,306	358,694	3,946,000
Sta	199,228	19,772	219,000

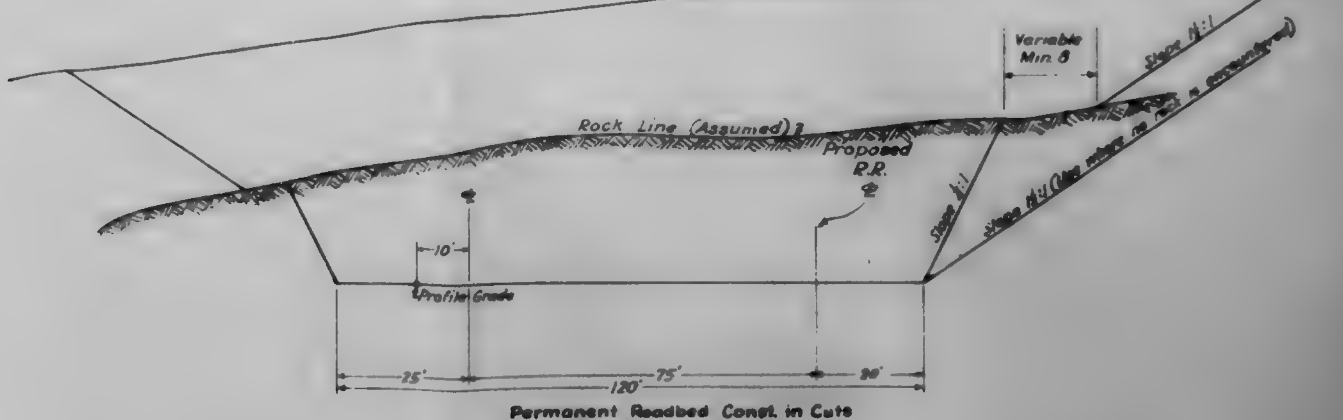


Rock Toe Emb. slopes to be 1¼:1 sta 1338 to 1368 and 1½:1 sta. 1368 to 1485

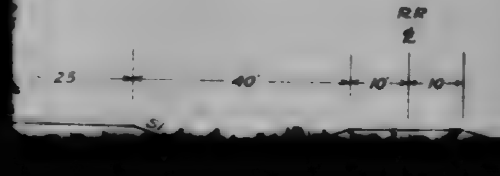
Rock Toe Embankment

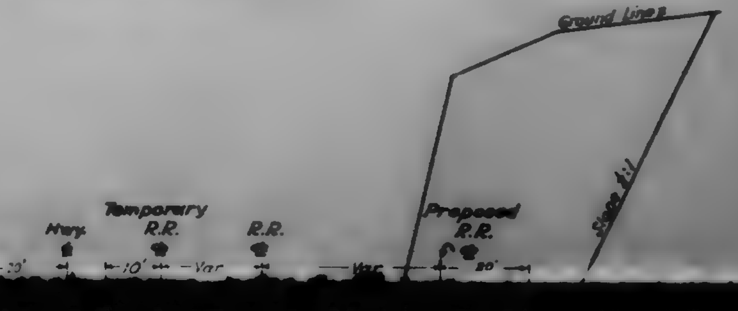
~~Sta. 1338 + 12.41 to 1369 + 00~~
Sta. 1396 + 50 to 1426 + 30
Sta. 1445 + 00 to 1485 + 00

Rock Shoulder Emb.
" 1310 to [illegible]



Permanent Roadbed Const. in Cuts
Sta. 1431-1445

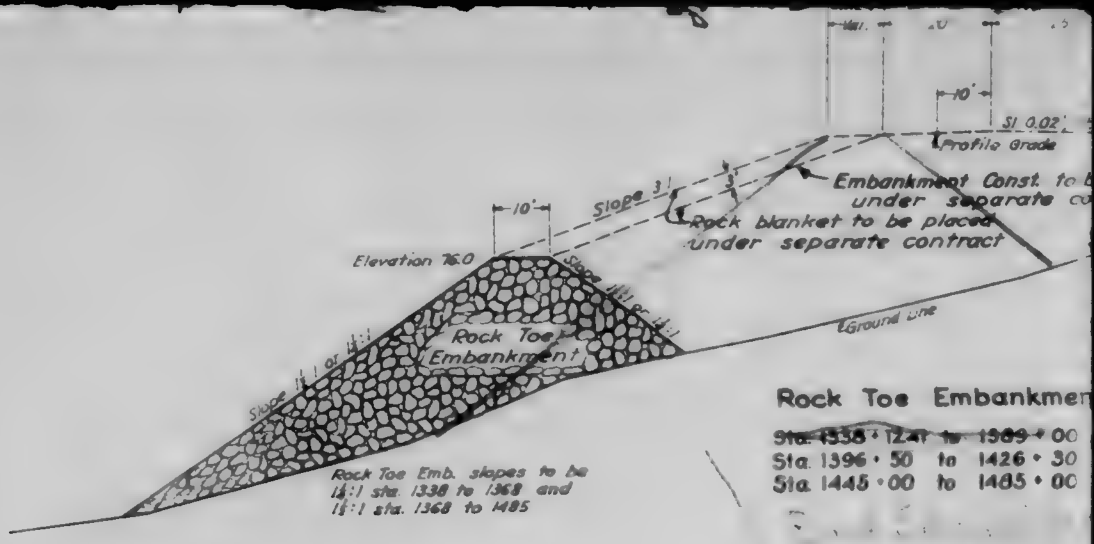




SUMMARY

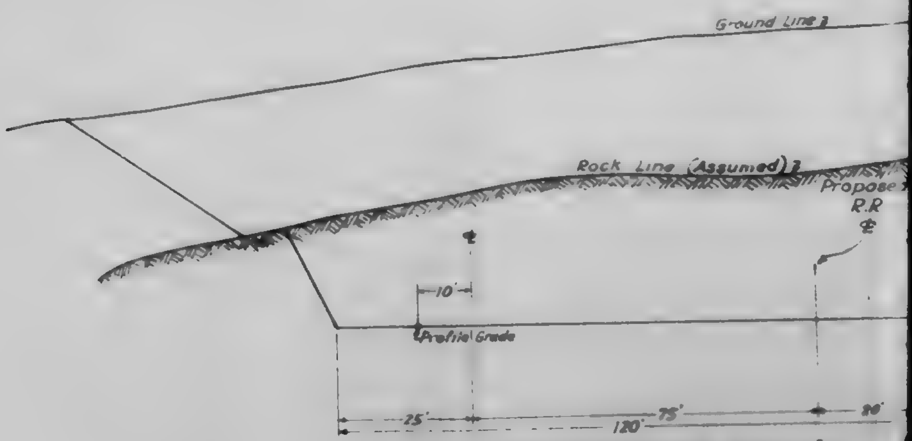
Length of F.I. Project 2.640 Miles

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Clearing & Grubbing	All	All		All
General Excavation, Common	Cu Yd	393,247	26,753	420,000
General Excavation, Solid Rock	Cu Yd	262,391	37,609	300,000
Short Overhaul	Yd Sta	3,587,306	358,694	3,946,000
Long Overhaul	C' Yd Sta	199,228	19,772	219,000

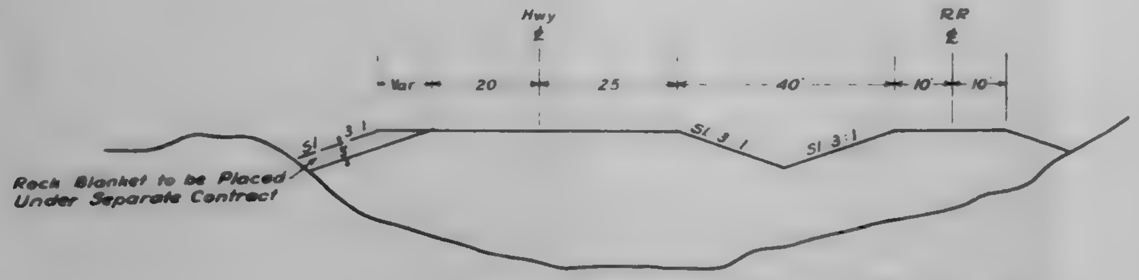


Rock Toe Embankmen

~~Sta. 1338 + 12.41 to 1369 + 00~~
Sta. 1396 + 50 to 1426 + 30
Sta. 1445 + 00 to 1485 + 00



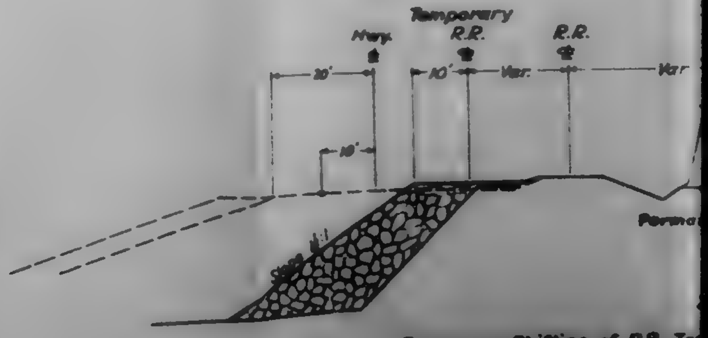
Permanent Roadbed Const. in Cuts
Sta. 1431-1445



Permanent Roadbed Construction in Fills

Hwy. Emb. Construction	R.R. Emb. Construction
Sta. 1420 to 1422	Sta. 1420 to 1422
Sta. 1424 to 1432 + 33	Sta. 1424 to 1432 + 33

NOTE: Material to be placed to full or partial cross section as directed



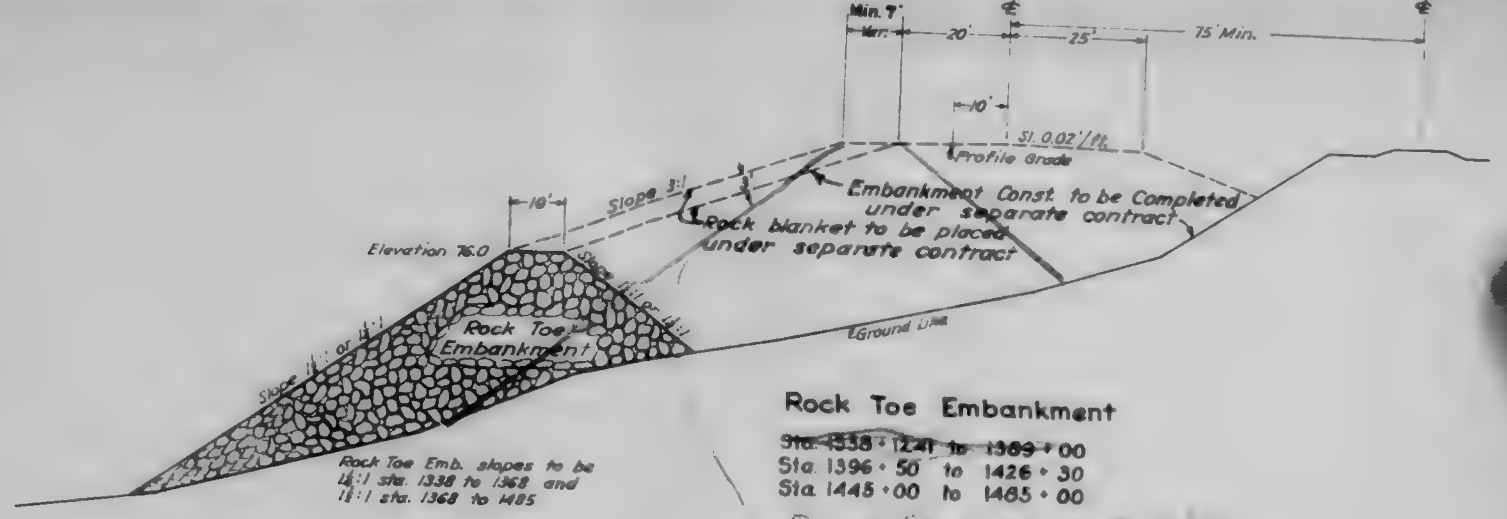
Temporary Shifting of R.R. Tr
& R.R. Roadbed Widening

Sta. 1421-1427
Sta. 1445-1468

RY

Length of F.I. Project 2.640 Miles

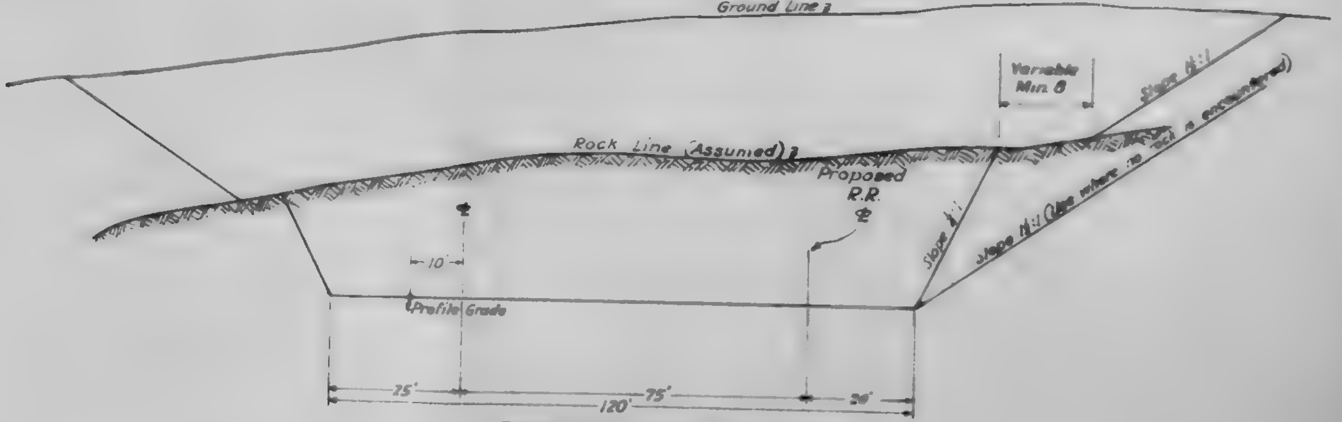
UNIT	NET QUANTITY	ALLOWANCE	TOTAL
All	All		All
Cu. Yd.	393,247	26,753	420,000
Cu. Yd.	262,391	37,609	300,000
Yd. Sta.	3,587,306	358,694	3,946,000
C̄ Yd. Sta.	199,228	19,772	219,000


R.R. ℄
Min. 7'
Var.
20'
℄
25'
75' Min.
10'
Sl. 0.02'/Ft.
Profile Grade
Slope 3:1
10'
Elevation 76.0
Embankment Const. to be Completed under separate contract
Rock blanket to be placed under separate contract
Slope 1½:1 or 1¼:1
Slope 1½:1 or 1¼:1
Rock Toe Embankment
Ground Line
Rock Toe Emb. slopes to be 1¼:1 sta. 1338 to 1368 and 1½:1 sta. 1368 to 1485

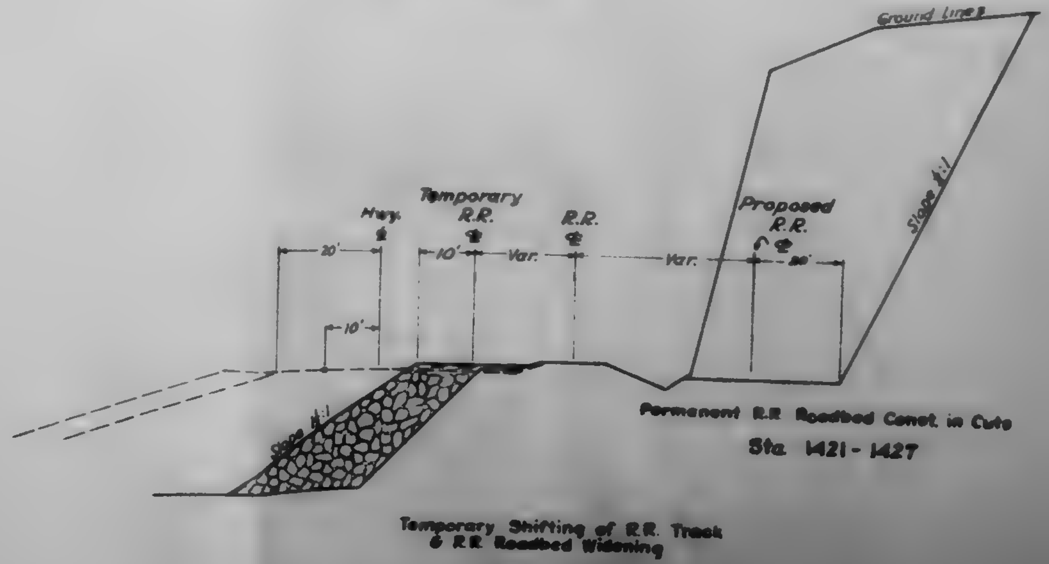
Rock Toe Embankment

~~Sta. 1338 + 12.41 to 1389 + 00~~
Sta. 1396 + 50 to 1426 + 30
Sta. 1445 + 00 to 1465 + 00

[illegible]

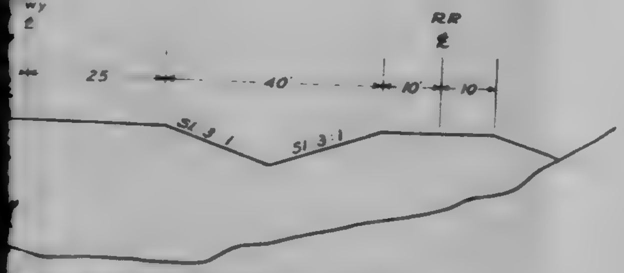


Permanent Roadbed Const. in Cuts
Sta. 1431-1445



Permanent R.R. Roadbed Const. in Cuts
Sta. 1421-1427

Temporary Shifting of R.R. Track & R.R. Roadbed Widening
Sta. 1421-1427
Sta. 1445-1468

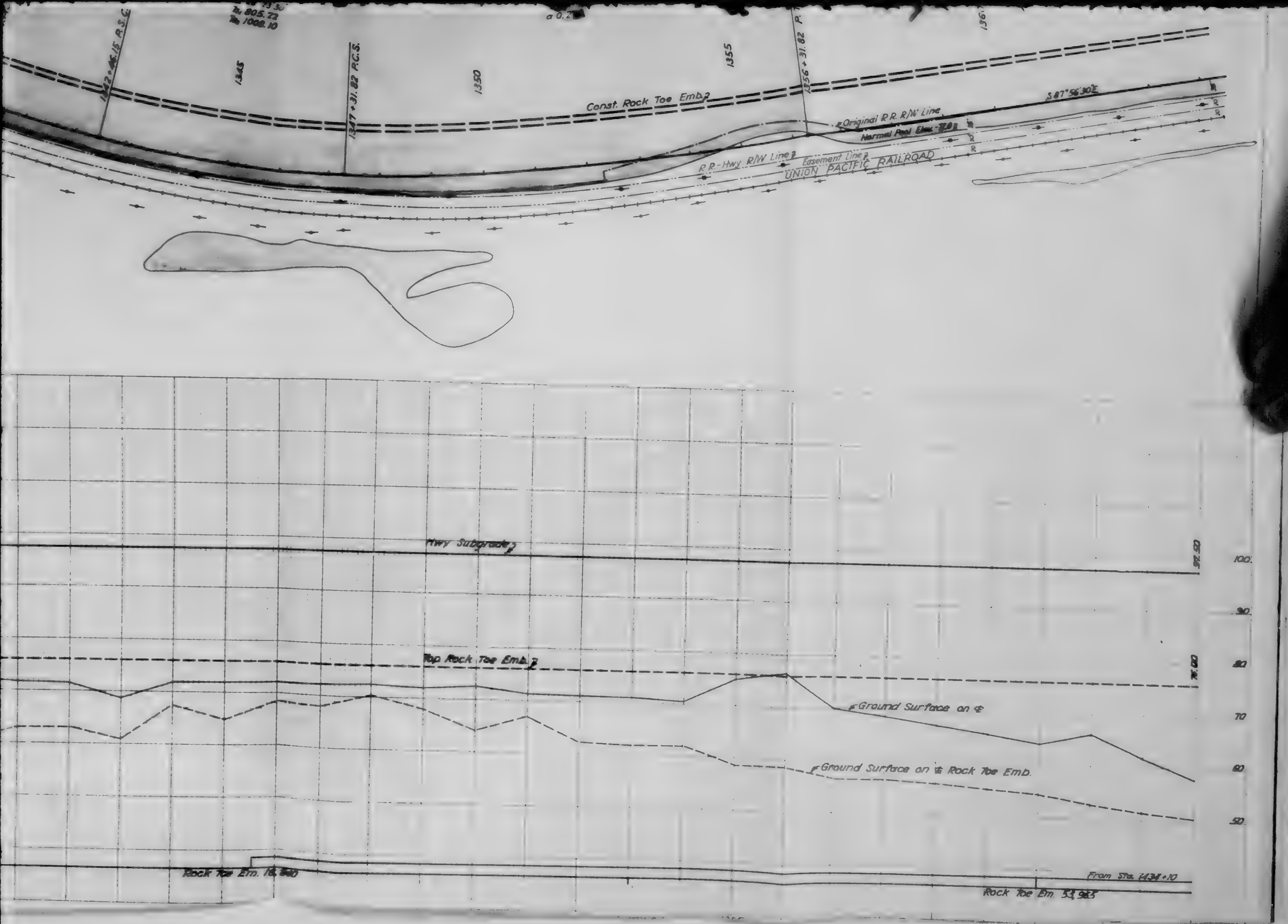


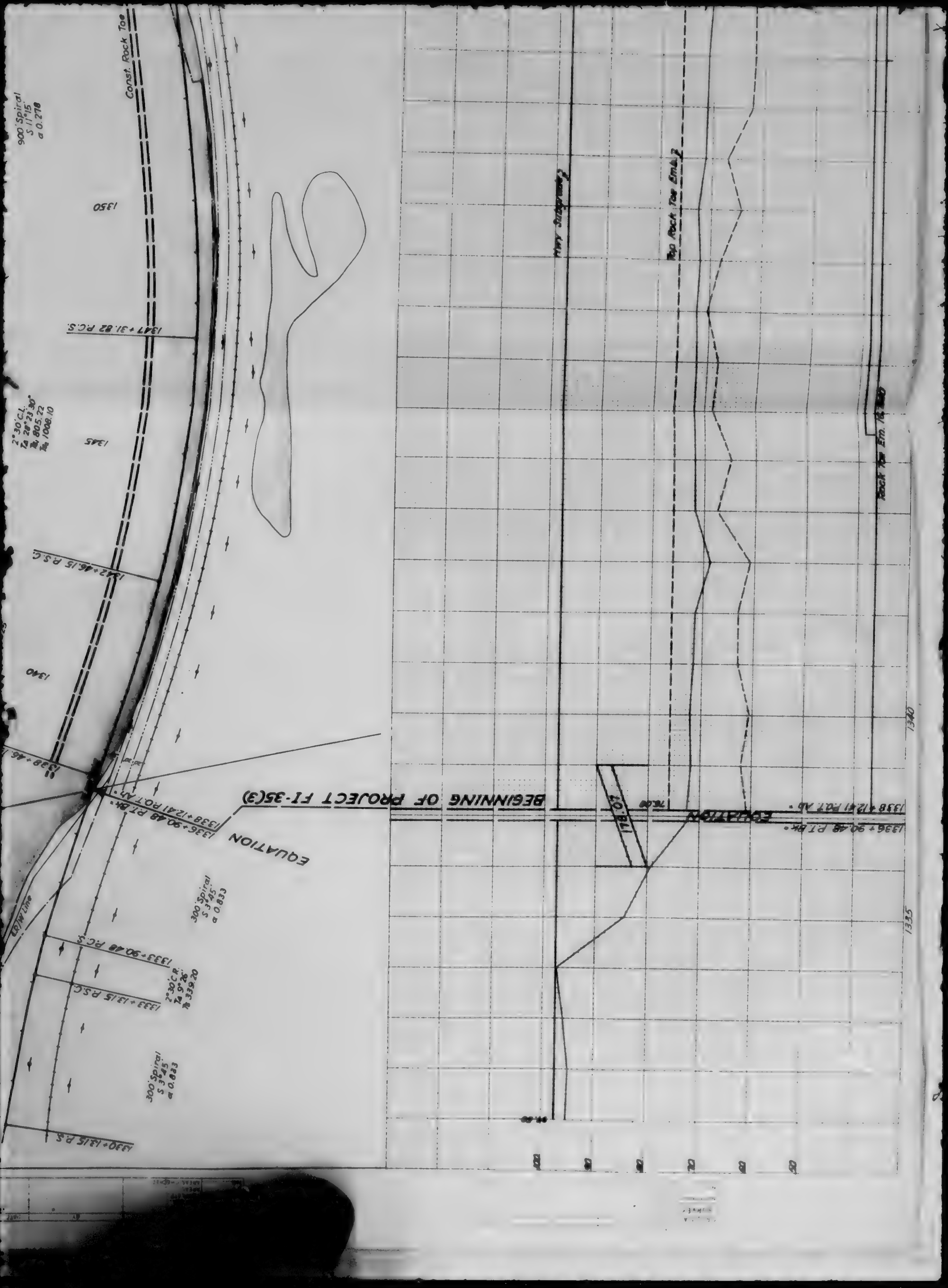
ment Roadbed Construction in Fills

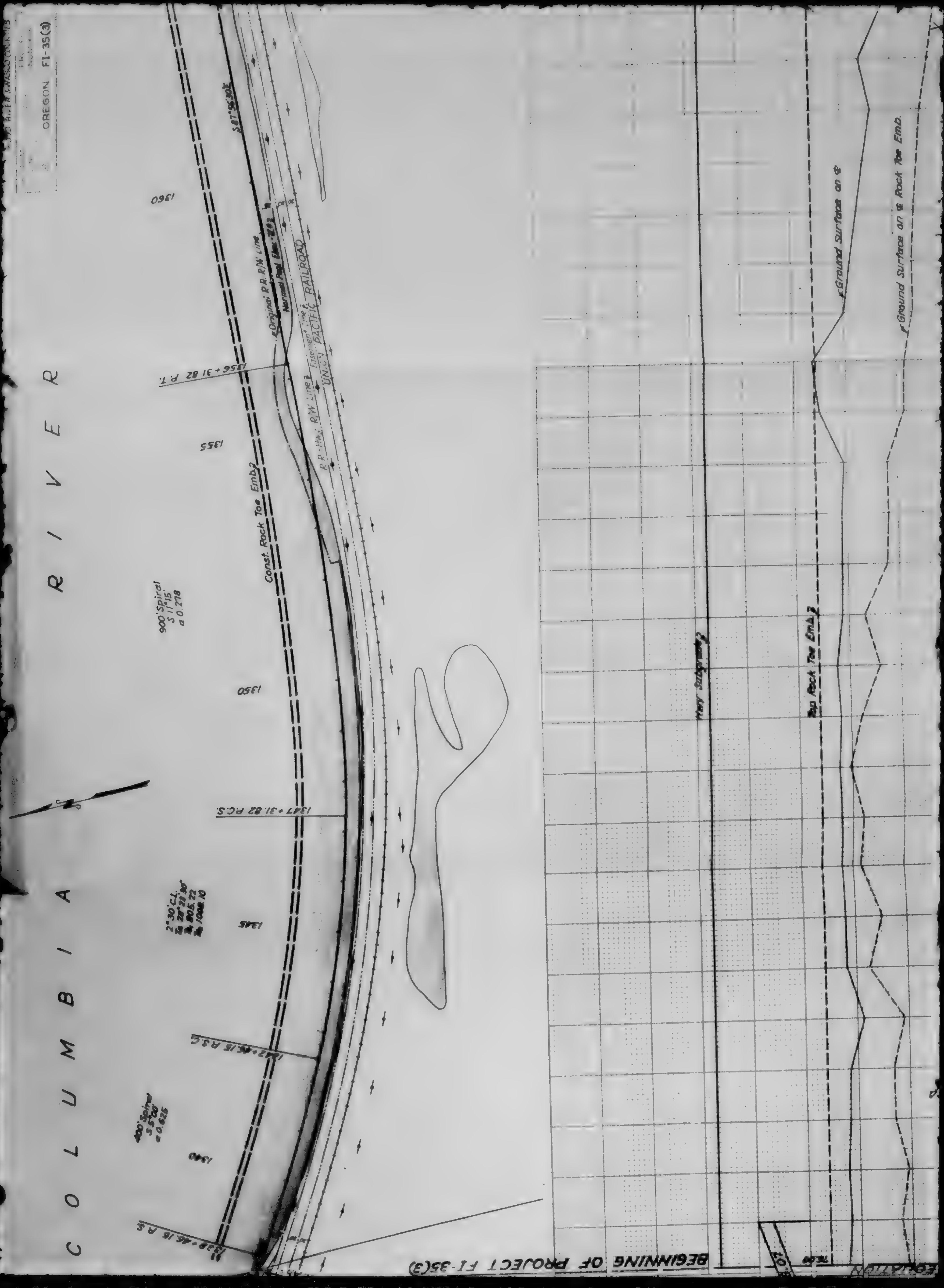
Construction
to 1422
to 1432 + 33

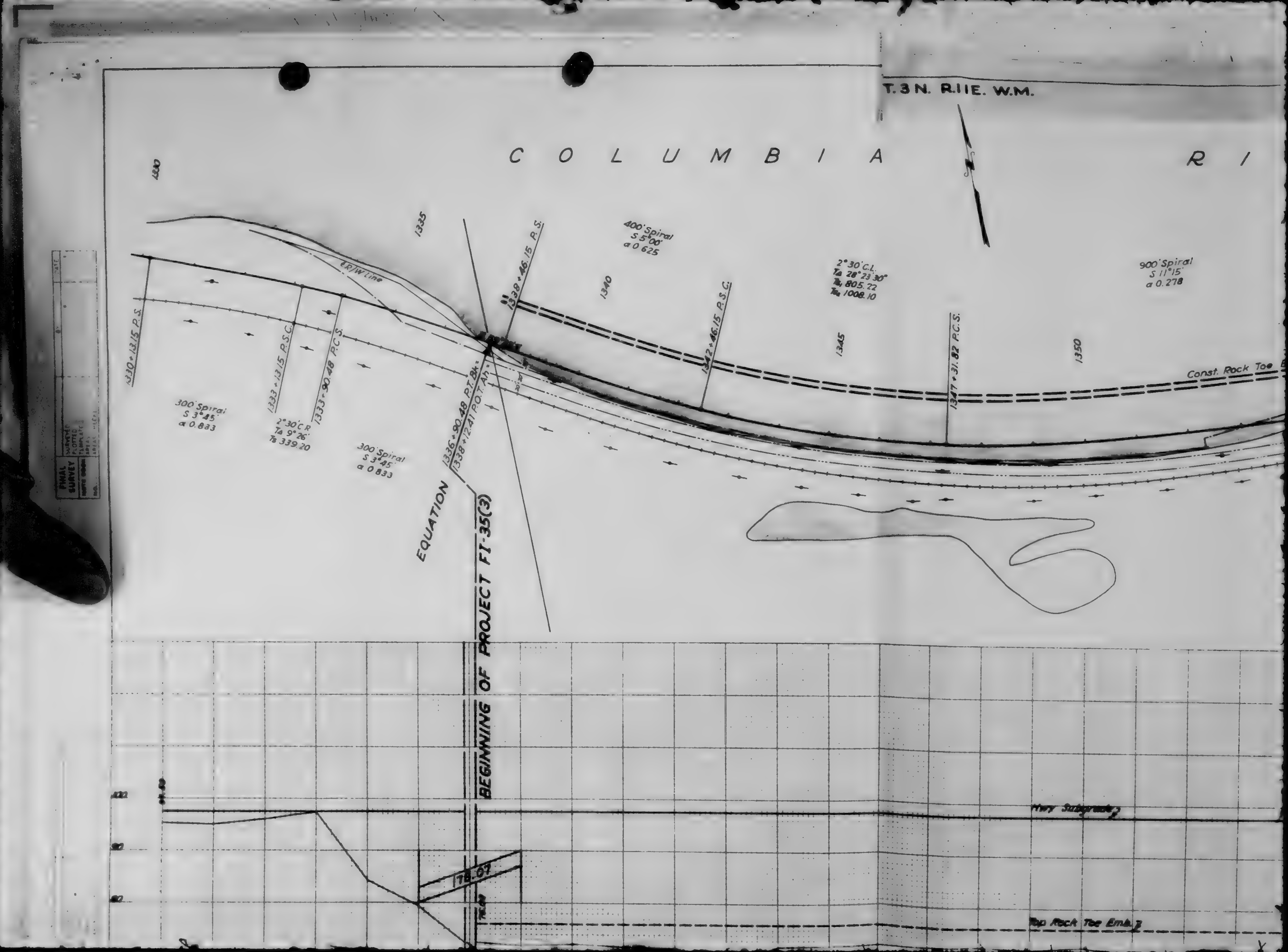
R.R. Emb. Construction
Sta. 1420 to 1422
Sta. 1424 to 1432 + 33

E: Material to be placed to full or partial cross section as directed


805.22
1008.10
α 0.2
1342+46.15 P.S.C.
1345
1347+31.82 P.C.S.
1350
1355
1356+31.82 P.
Const. Rock Toe Emb.℄
S 87°56'30"E
℄ Original R.R. R/W Line
Normal Pool Elev. 77.0℄
R.R.-Hwy. R/W Line℄
Easement Line℄
UNION PACIFIC RAILROAD
Hwy. Subgrade℄
97.50
Top Rock Toe Emb.℄
76.00
℄ Ground Surface on ℄
℄ Ground Surface on ℄ Rock Toe Emb.
100
90
80
70
60
50
Rock Toe Em. 18,860
From Sta. 1434+10
Rock Toe Em. 53,983


900' Spiral
S 1°15'
a 0.278
Const. Rock Toe
1350
1347+31.82 P.C.S.
2°30' C.L.
Δ 28°23'30"
T 805.22
L 1008.10
1345
1342+46.15 R.S.C.
1340
1338+46.
1338+12.41 P.O.T. Ah.
1336+90.48 P.T. Bk.
EQUATION
BEGINNING OF PROJECT FI-35(3)
R/W Line
300' Spiral
S 3°45'
a 0.833
1333+90.48 P.C.S.
1333+13.15 R.S.C.
2°30' C.R.
Δ 9°28'
T 339.20
300' Spiral
S 3°45'
a 0.833
1330+13.15 R.S.
Hwy Subgrade
Top Rock Toe Emb.
Rock Toe Em.
178.07
1340
1335
1338+12.41 P.O.T. Ah.
1336+90.48 P.T. Bk.
EQUATION


OREGON FI-35(3)
COLUMBIA RIVER
1360
1355
1350
1345
1340
1356+31.82 P.T.
1347+31.82 P.C.S.
1342+46.18 P.S.C.
1338+46.18 P.S.
900' Spiral
S 11°15'
a 0.278
2°30' C.L.
400' Spiral
S 5°00'
a 0.625
Const. Rock Toe Emb.
Original R.R. R/W Line
Normal Pool Elev. 80
R.R.-Hwy. R/W Line
Easement Line
UNION PACIFIC RAILROAD
S 87°56'30"E
Hwy Subgrade
Top Rock Toe Emb.
Ground Surface on ℄
Ground Surface on ℄ Rock Toe Emb.
BEGINNING OF PROJECT FI-35(3)
EQUATION


T.3N. R.11E. W.M.
COLUMBIA RI
1330
1335
1340
1345
1350
400' Spiral
S 5°00'
a 0.625
2°30' C.L.
Ta 28°23'30"
Ts 805.22
Tc 1008.10
900' Spiral
S 11°15'
a 0.278
1338+46.15 P.S.
1342+46.15 P.S.C.
1347+31.82 P.C.S.
Const. Rock Toe
R/W Line
1330+13.15 P.S.
1333+13.15 P.S.C.
1333+90.48 P.C.S.
300' Spiral
S 3°45'
a 0.833
2°30' C.R.
Ta 9°26'
Ts 339.20
300' Spiral
S 3°45'
a 0.833
1336+90.48 P.T. Bk.
1338+12.41 P.O.T. Ah.
EQUATION
BEGINNING OF PROJECT FI-35(3)
100
90
80
78.07
Hwy Subgrade
Top Rock Toe Emb.
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
APPR.
APPR.
NOTE BOOK
NO.
DATE

Form PR 2 (Revised 1946)

CP

State Oregon

Project No. FI-174(11)

Federal Aid

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1950, a program, which was approved on the 17th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-eight thousand and 00/100 dollars ($48,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

for Project agreement
(550,000.00)
[illegible] FI-174(11)
([illegible] 35 [illegible])
[illegible]532

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1173+00 and survey station 1204+90, all in Hood River without exception

, length 0.604 miles, in Hood River County,

being Oregon Federal Aid project No. FI-174(11) consisting of 0.604 miles of

roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-eight thousand and 00/100 dollars ($48,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty-three thousand five hundred eighteen and 00/100 dollars ($133,518.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
/SECRETARY

[illegible] State Highway Engineer

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,
By
Acting *Division Engineer,*
Public Roads Administration.

NOV 27 1951
DIVISION 8

RECEIVED
FOR FILING

71-[illegible]

October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Hood River-Mosier Section, Project No. FI-35 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

Oregon State Highway Department

Federal Aid Project
No. FI-35 (4)

HOOD RIVER-MOSIER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 0011
Hydraulic Embankment (Sta. 1212+50 to 1496+85) (Sta. 1498+15 to 1521+60)
(Sta. 1375+00 to 1431+00) (Sta. 1445+00 to 1496+85) (Sta. 1498+15)
(Sta. 1523+42 to 1574+00) (Contract No. 3532)

4,110,000	cu. yds.	Hydraulic Embankment in Place	$ 0.225	$ 924,750.00
25,000	cu. yds.	Extra for Steep Slope Embankment	.30	7,500.00
1,030	cu. yds.	Structural Excavation, Unclassified	10.00	10,300.00
390	lin. ft.	18" Extra Strength Corrugated Metal Pipe, Protected Invert	7.00	2,730.00
50	lin. ft.	24" Corrugated Metal Pipe, Protected Invert	8.50	425.00
200	lin. ft.	30" Extra Strength Corrugated Metal Pipe, Protected Invert	10.00	2,000.00
630	lin. ft.	36" Extra Strength Corrugated Metal Pipe, Protected Invert	18.00	11,340.00
800	lin. ft.	42" Extra Strength Corrugated Metal Pipe, Protected Invert	20.00	16,000.00
				$ 975,045.00
180,000	cu. yds.	Loose Rock Excavation	0.55	99,000.00
230,000	cu. yds.	Solid Rock Excavation	1.00	230,000.00
2,180,000	yd. stas.	Short Overhaul	.01	21,800.00
184,000	C-yd. stas.	Long Overhaul	.45	82,800.00
22,500	cu. yds.	Excavating and Placing Topsoil	.50	11,250.00
41,500	yd. miles	Hauling Topsoil	.20	8,300.00
35	acres	Preparing, Fertilizing and Seeding Grass Areas	125.00	4,375.00
				$ 457,525.00
		Subtotal		$1,432,570.00
		10% Engr. & Cont.		143,257.00
		Total		$1,575,827.00

Length of Roadway	6.765 miles
Cost per mile	$232,938.21

Federal Funds- -	$ 550,000.00
State Funds- -	1,025,827.00
	$1,575,827.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-35 (4)

HOOD RIVER-MOSIER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 29, 1950

Type Code 0011
Hydraulic Embankment (Sta. 1212+50 to 1496+85) (Sta. 1498+15 to 1521+60) (Sta. 1396+00 to 1431+00) (Sta. 1445+00 to 1496+85) (Sta. 1498+15) (Sta. 1523+42 to 1574+00) (Contract No. 3532)

4,110,000	cu. yds.	Hydraulic Embankment in Place	$0.225	$ 924,750.00
25,000	cu. yds.	Extra for Steep Slope Embankment	0.30	7,500.00
1,030	cu. yds.	Structural Excavation, Unclassified	10.00	10,300.00
390	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe, Protected Invert	7.00	2,730.00
50	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	8.50	425.00
200	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe, Protected Invert	10.00	2,000.00
630	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe, Protected Invert	18.00	11,340.00
800	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe, Protected Invert	20.00	16,000.00
		Subtotal		$ 975,045.00
180,000	cu. yds.	Loose Rock Excavation	0.60	108,000.00
230,000	cu. yds.	Solid Rock Excavation	1.00	230,000.00
2,180,000	yd. stas.	Short Overhaul	0.015	32,700.00
184,000	C-yd. stas.	Long Overhaul	0.50	92,000.00
22,500	cu. yds.	Excavating and Placing Topsoil	0.50	11,250.00
41,500	yd. mi.	Hauling Topsoil	0.20	8,300.00
35	acres	Preparing, Fertilizing and Seeding Grass Areas	70.00	2,450.00
				$ 484,700.00
		Subtotal		$1,459,745.00
		10% Engr. & Cont.		145,974.50
		Total		$1,605,719.50

Length of Roadway	6.765 mile
Cost per mile	$237,356.91

Federal Funds-	$ 550,000.00
State Funds-	1,055,719.50
	$1,605,719.50

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

June 25, 1951
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

19[illegible] Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

19th Supplemental

COUNTY Hood River and Wasco

Route No. FAP-1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
	106	FI-35 (4)	E-lim. of Hood River to 1 mile E. of Mosier	Survey-Plans					Gr., Dr., 2-Lane
				Right-of-Way					
				Construction	1,470,000	550,000	920,000		
ITEM AS NOW PROGRAMED				TOTAL	1,470,000	550,000	920,000	6.50	
	106	FI-35 (4)	Same	Survey-Plans					Gr., Dr., Riprap and Rock Topping Blanket 2-Lane
				Right-of-Way					
				Construction	1,600,000	550,000	1,050,000		
REQUESTED REVISION				TOTAL	1,600,000	550,000	1,050,000	6.77	

Program Balance of .... funds subsequent to approval of this and previously recommended changes is $............

Program Revision Request

Date June [illegible], 1951

By ....
[illegible] St. (State Highway Engineer)

Recommended for Approval: .... (District Engineer) .... (Date)

Reason for change: It is the desire of the Highway Commission to include the riprap and rock topping work as part of the Federal Aid project even though the additional work is not required to take up the allotted Federal fund.

Recommended: .... (Division Engineer) .... (Date)

Approved: .... (Acting Commissioner) .... (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

MEMO TO: (9)

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Polk
(District Engineer)

FROM: R H Baldock
(State Highway Engineer)

June 1957
(Date)

The following major program change of the individual project is requested:

Oregon (State) — PW Federal Aid Primary Highway Program (Previous program) — (Date of approval)

NTY Hood River and Wasco — Sixth Supplemental — Route No. FAP 1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST: Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	106	F1-35(10)	X-ing of Hood River to 1 mi. E of Mosier	Survey-Plans					Gr., Dr. 2-Lane
				Right-of-Way					
				Construction	1470000	550000	920000		
				TOTAL	1470,000	550000	920000	6.50	
QUESTED REVISION	106	F1-35(10)	Same	Survey-Plans					Gr., Dr. Rip rap and Rock Topping Blanket, 2-Lane
				Right-of-Way					
				Construction	1600000	550000	1050000		
				TOTAL	1600000	550000	1050,000	6.77	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date June, 195

By ______
(State Highway Engineer)

Reason for change: It is the desire of the Highway Commission to include the rip rap and rock topping work as part of the Federal aid project even though the additional work is not required to take up the allotted Federal funds

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

GOVERNMENT PRINTING OFFICE 16—61038-1

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 5, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous notification by telephone that individual project change requested March 15, 1951 revising the total cost and length of Item 107, Project FI-35(4), Postwar Federal Aid Primary Highway Program has been approved effective March 27, 1951.

The item will now appear on the program as follows:

Item	107
County	Hood River and Wasco
Project No.	FI-35(4)
F.A. Route No.	1
State Route	U.S. 30
Termini:	X-ing of Hood River to 1 mile E. of Mosier
Estimated Project Cost:	
Total	$1,470,000
Federal	550,000
State	920,000
Length	6.50 miles
Character of Work Proposed	Grading and draining, 2-lane

The project revision was approved with the understanding this office shall not concur in award of contract for this project until a request has been submitted to our Washington, D. C. office and approved increasing Federal participation to the full pro-rata, or advice received that amount requested is a firm commitment.

Mr. Williams' March 16, 1951 letter advising that the amount of federal aid to be claimed in connection with the project will not exceed the amount shown in the request is being processed to show a firm commitment.

Very truly yours,

C. G. Polk

C. G. POLK
Acting District Engineer

April 5, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous notification by telephone that individual project change requested March 15, 1951 revising the total cost and length of Item 107, Project FI-35(4), Postwar Federal Aid Primary Highway Program has been approved effective March 27, 1951.

The item will now appear on the program as follows:

Item	107
County	Hood River and Wasco
Project No.	FI-35(4)
F.A. Route No.	1
State Route	U.S. 30
Termini:	X-ing of Hood River to 1 mile E. of Mosier
Estimated Project Cost:	
Total	$1,470,000
Federal	550,000
State	920,000
Length	6.50 miles

Character of Work Proposed Grading and draining, 2-lane

The project revision was approved with the understanding this office shall not concur in award of contract for this project until a request has been submitted to our Washington, D. C. office and approved increasing Federal participation to the full pro-rata, or advice received that amount requested is a firm commitment.

Mr. Williams' March 16, 1951 letter advising that the amount of federal aid to be claimed in connection with the project will not exceed the amount shown in the request is being processed to show a firm commitment.

Very truly yours,

C. G. POLK
Acting District Engineer

April 5, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous notification by telephone that individual project change requested March 15, 1951 revising the total cost and length of Item 107, Project FI-35(4), Postwar Federal Aid Primary Highway Program has been approved effective March 27, 1951.

The item will now appear on the program as follows:

Item	107
County	Hood River and Wasco
Project No.	FI-35(4)
F.A. Route No.	1
State Route	U.S. 30
Termini:	X-ing of Hood River to 1 mile E. of Mosier
Estimated Project Cost:	
Total	$1,470,000
Federal	550,000
State	920,000
Length	6.50 miles

Character of Work Proposed Grading and draining, 2-lane

The project revision was approved with the understanding this office shall not concur in award of contract for this project until a request has been submitted to our Washington, D. C. office and approved increasing Federal participation to the full pro-rata, or advice received that amount requested is a firm commitment.

Mr. Williams' March 16, 1951 letter advising that the amount of federal aid to be claimed in connection with the project will not exceed the amount shown in the request is being processed to show a firm commitment.

Very truly yours,

C. G. POLK
Acting District Engineer

RM E-123X 25M 7-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
S. H. REYNOLDS, MEMBER
GRANDE
IVER, MEMBER
AND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 30, 1951

Mr. C. G. Wolz
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to confirm oral statement made to you to the effect that the $550,000 of Federal aid funds requested for Project FI-35 (4) on the Hood River-Mosier section of the Columbia River Highway is the maximum of Federal aid to be claimed on that project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

gon State Highway Department

Federal Aid Project No. FI-35 (4)

HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 23, 1951

Type Code 0010
Roadway (Sta. 1212+50 to 1285+50) (Sta. 1286+00 to 1389+00)
(Sta. 1398+00 to 1431+00) (Sta. 1435+00 to 1496+85)
(Sta. 1498+15 to 1521+60) (Sta. 1523+42 to 1574+00)

4,110,000	cu. yds.	Hydraulic Embankment in Place	$ 0.31	$1,274,100.00
25,000	cu. yds.	Extra for Steep Slope Embankment	0.31	7,750.00
1,030	cu. yds.	Structural Excavation, Unclassified	4.00	4,120.00
390	lin. ft.	18-inch Extra Strength, Corrugated Metal Pipe, Protected Invert	7.00	2,730.00
50	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	7.50	375.00
200	lin. ft.	24-inch Extra Strength, Corrugated Metal Pipe, Protected Invert	9.00	1,800.00
630	lin. ft.	36-inch Extra Strength Corrugates Metal Pipe, Protected Invert	14.00	8,820.00
800	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe, Protected Invert	20.00	16,000.00
			Subtotal	$1,315,695.00
			10% Engr. & Cont.	131,569.50
			Total	$1,447,264.50

Length of Roadway 6.358 miles
Cost per mile $227,628.89

Federal Funds- -	$ 550,000.00
State Funds- -	897,264.00
	$1,447,264.50

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Act. (District Engineer)

FROM: R. H. Baldock (State Highway Engineer)

March 15, 1951 (Date)

The following major program change of the individual project is requested:

Oregon (State) Postwar Federal Aid Primary Highway Program (Previous program) (Date of approval)

NTY Hood River and Wasco Sixth Supplemental Route No. FA-1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	107	FI-35 (4)	X-ing of Hood River to 1 mile E. of Mosier	Survey-Plans					Gr., & Dr. 2-lane
				Right-of-Way					
				Construction	920,000	550,000	370,000		
				TOTAL	920,000	550,000	370,000	7.60	
QUESTED REVISION	107	FI-35 (4)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	1,470,000	550,000	920,000		
				TOTAL	1,470,000	550,000	920,000	6.50	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date March 15, 1951

By ______
Asst. (State Highway Engineer)

ecommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change: Later and more complete data developed project cost to be considerably greater than originally programmed. Underrun in length due principally to programmed length including several short sections where no hydraulic embankment work is to be done.

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

GOVERNMENT PRINTING OFFICE 16—61038-1

RECEIVED
OCT 1 - 1951
FOR FILING

29-3

September 27, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File 91-2

Dear Sir:

I have instructed our resident engineer at Hood River to stake the center line and right-of-way line of Second Street in Hood River for the relocation of your water tank.

We would prefer that the tank be relocated outside the boundaries of Second Street, if possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar

cc Mr. H. G. Smith

ASSIGNMENT

No. 3913
By

September 21, 1951

Description: **Mr. Althof's letter of September 20 regarding moving water tank at Hood River to clear location of proposed overcrossing at 2nd Street**

Acknowledged by _ _ _ _ _ Referred to _ _ **Smith** ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed 9-26-51 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

September 20, 1951

91-2

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 7th in regard to moving water tank at Hood River to clear location of the proposed overcrossing at Second Street.

If you will please arrange to have the center line of the overcrossing staked, or otherwise indicated on the ground, we will move the tank as requested.

Yours truly,

LW Althof

L. W. Althof

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

[illegible]
[illegible]
[illegible]

September 7, 1951

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

In view of the length of time which it took to assemble the material for the six underpasses on the Hood River-Mosier Section, we would appreciate the start of assembling material for the six passes needed between Wyeth and Hood River, and this is your authority to bill us for the construction.

We anticipate letting the Hood River overhead crossing about January 1 and would suggest you move the water tank at any convenient time prior to that date, and this is your authority to bill us for the movement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. W. E. Chandler

RECEIVED
SEP 5 1951
FOR FILING

FI-174 (11)
FI-35 (4)
3562

September 5, 1951

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3562, which was awarded to you on August 14, 1951 by the State Highway Commission, for topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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FOR FILING

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[illegible]
[illegible]

September 5, 1951

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 29, 1951 on Contract No. 3562, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-174 (11) FI-35 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
AUG 16 1951
FOR FILING

FI-174 (11)
FI 35 (4).
3562

August 14, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award today of contract for topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway, Projects FI-174 (11) and FI-35 (4), to the Parker-Schram Company of Portland, Oregon, on the basis of that company's bid of $479,600, submitted on July 16, 1951.

All required rights of entry are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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AUG 1 5 1951
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

FI-174(11)

356

August 14, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project FI-35(4), Hood River-Mosier Section of the Columbia River Highway, we hereby concur, as of this date, in award of contract to Parker Schram Company of Portland, who submitted the low bid on July 16, 1951.

Very truly yours,

C G Polk
C. C. POLK
Acting District Engineer

RECEIVED
[illegible] 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

FI-174 (11)

6

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 14, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project FI-174(11), Hood River-Mosier Section of the Columbia River Highway, we hereby concur as of this date, in award of contract to Parker Schram Company of Portland, who submitted the low bid on July 16, 1951.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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OCT 15 1951
FOR FILING

[illegible]
[illegible]
[illegible]

AGENDA
[illegible]

August 14, 1951

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on July 16, 1951, accepted your proposal for topping and slope protection of the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, for the sum of $479,600.00, and awarded Contract No. 35[illegible] to you subject to approval by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, SIAC

5+C

TIC SERVICE	
eck the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 14, 1951
1:30 p.m.

Parker-Schram Company
[illegible]00 Builders Exchange Building
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for topping and slope protection of the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties for which you submitted low bid on July 16, 1951. Contract forms will be mailed you shortly for execution.

CC: Confirmation
C. W. Head
Auditor (5001-900)
Files
Duda

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

FORM 9010

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JUL 1[illegible] 1951
FOR FILING

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71-194(c) 71-[illegible](c)

[illegible]

July 12, 1951

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention Mr. L. W. Althof

Gentlemen:

Attached are two certified copies of permits to enter the Union Pacific right of way east of Mosier.

The acceptance date in each of them has been inserted as requested in your letter of July 10.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

Enclosures 2

FORM 3010
5-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

July 10, 1951

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Returning the two certified copies of permits to enter Union Pacific Right of Way east of Mosier, which accompanied your letter, June 26, 1951.

Our Law Department has returned these documents unapproved account in each case acceptance is undated. Will you please show proper dates and return them to me promptly.

Yours truly,

L.W. Althof

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FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

(28)••

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA163

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WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

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W. G. WILLIAMS

•PRA166
PR•PIA047 CAK=PI PORTLAND ORG 7 223P= 195 7 2 38
B R CHANDLER=

CHAIRMAN STATE HIGHWAY COMMISSION =SALEM ORE=

RE TELEPHONE CONVERSATION OF MR BLADOCK WITH MR• STODDARD'S OFFICE JUNE 6• SUBJECT TO APPROVAL OUR EXECUTIVES, AGREEMENT DATED JUNE 1, 1951, COVERING RELOCATION OF RR AND GRANTS OF EASEMENT TO HIGHWAY DEPARTMENT IN CONNECTION COLUMBIA RIVER HIGHWAY RELOCATION BETWEEN HOODRIVER AND MOSIER, IS APPROVED, WITH FURTHER UNDERSTANDING FORMAL GRANTS OF EASEMENT WILL BE MADE WHEN DESCRIPTIONS AVAILABLE WILL MAIL YOU LETTER AUTHORITY TO OCCUPY RIGHT OF WAY IN ADVANCE FORMAL EXECUTION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
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CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

(28)••

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

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Ship Radiogram

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OF DOCUMENT. A 278=

P J LYNCH UP RR CO OMAHA

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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7/

CLASS OF SERVICE
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(28)

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

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Ship Radiogram

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PRA163

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H BALDOCK , STATE HIGHWAY ENGINEER=
SALEM ORE=

W. C. WILLIAMS

RE TELEPHONE CONVERSATION OF MR. BLADOCK WITH MR. STODDARD'S OFFICE JUNE 6. SUBJECT TO APPROVAL OUR EXECUTIVES, AGREEMENT DATED JUNE 1, 1951, COVERING RELOCATION OF RR AND GRANTS OF EASEMENT TO HIGHWAY DEPARTMENT IN CONNECTION COLUMBIA RIVER HIGHWAY RELOCATION BETWEEN HOODRIVER AND MOSIER, IS APPROVED, WITH FURTHER UNDERSTANDING FORMAL GRANTS OF EASEMENT WILL BE MADE WHEN DESCRIPTIONS AVAILABLE. WILL MAIL YOU LETTER AUTHORITY TO OCCUPY RIGHT OF WAY IN ADVANCE FORMAL EXECUTION

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FOR FILING

71-104 [illegible]

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WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
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NLT=Cable Night Letter
Ship Radiogram

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DOCUMENT. A278=

P J LYNCH UPRR CO OMAHA

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

Salem, Oregon
May 11, 1951

Mr. J. M. Devers

At the last meeting of the Commission authority was granted to petition the Public Utilities Commissioner for an Order to vacate two public road crossings of the Union Pacific Railroad tracks between Hood River and Mosier.

We are now advised by the Union Pacific Railroad Company that only one of the crossings is a public crossing, the other one being a private crossing over which the Public Utilities Commissioner has no authority. The public crossing which we wish to petition for closure is a county road known as the Coburg crossing, being listed in the P.U.C. catalog of crossings as 2A-64.8 and located at Railroad Station 1341/61.

Will you please take the necessary steps to petition the Public Utilities Commissioner to close this crossing. We have the concurrence of both Hood River County and the Railroad Company for the closure of the crossing. If you need more information relative to this matter, please contact Mr. G. S. Paxson.

W. C. Williams

WCW:me

cc Mr. G. S. Paxson
Mr. H. G. Smith

NOTED
JMD

FORM E-30 25M 9-49 34892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 9, 1951

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

The State Highway Commission at its last meeting authorized you to petition the Public Utilities Commission for an order to vacate two existing public crossings of the Union Pacific railroad tracks between Hood River and Mosier.

This is just a reminder of the Commission's action. It is my understanding that this matter was initiated by the railroad company but I do not have any correspondence, so have not notified the railorad company of the Commission's action. I will do so if necessary, if you will advise me to whom to write, or, perhaps, you would like to do it yourself.

Secretary

HBG:ls
cc W. C. Williams

Williams:
Will you please
handle this

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1951

SUBJECT:

To:
Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith a copy of a letter from Mr. Althof concerning the grade crossings east of Hood River. Apparently the only public crossing is the Coburg crossing at Railroad Station 1341+61. I will make the closure of this crossing a part of our application to the Public Utilities Commissioner. Apparently the other crossing is a private crossing and is authorized in the right-of-way deed which the railroad secured from Coburg. The Public Utilities Commissioner has no jurisdiction over such private crossings, and the matter cannot come up before him. If we want to be uure that this crossing is closed, we should make the closure a part of our right-of-way purchase from the Coburgs.

Evidently the so-called Indian crossing does not in fact exist, and the railroad advises it has no reservations for such a crossing in its right-of-way deeds.

Very truly yours,

NOTED
W. C. WILLIAMS

G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc W. C. Williams

UNION PACIFIC RAILROAD COMPANY

L. W. Althof
District Engineer

Department of Operation

851 Pittock Block
Portland 5, Oregon

May 3, 1951

91-2

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

COPY

Dear Sir:

Referring to your letter May 1, 1951, with which you sent me two prints from a portion of map of the Hood River - Mosier Section of the Columbia River Highway:

While we have never requested closing of the grade crossings referred to in your letter, we are interested in what is to become of them in connection with the new highway, having been verbally advised by the Highway Department that the State had authority from the County to close the Koberg and Indian crossings, and were arranging to take the matter up with the P.U.C.

Our records indicate the Koberg Crossing is a County Road, being listed in P.U.C. catalog of crossings as 2A-64.8, and located at RR Station 1341+61.

The second crossing mentioned in your letter is presumably a crossing reserved as a private crossing in deed of John H. and Emma Koberg to the Oregon Railroad & Navigation Company, dated December 5, 1900. There is no indication of this crossing on the ground and so far as our records indicate the right was never exercised by Koberg.

The Indian crossing mentioned above has never been tied down to definite location. If location of this crossing can be determined by you, a further search of our records will be made. At the present time there are no public crossings between the Koberg crossing and The Dalles shown on our records. One print accompanying your letter is returned herewith, marked to show our records on the two crossings.

Yours truly,

Signed W.A.B.

L. W. Athof

RECEIVED
JUN 1 - 1951
FOR FILING
FORM E-30X 25M 8-50 42299

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1951

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith estimate of cost of nine structures in the Hood River-Mosier Section of the Columbia River Highway. These estimates include the cost of the Hood River Overcrossing which is just west of Hood River and also the cost of the Shogren Overcrossing which is some distance east of Mosier. It may be that these structures should have been included in the adjacent sections.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc W. C. Williams

FOR FILING

ESTIMATE OF STRUCTURES
FROM
Hood River [redacted] TO [redacted] Mosier
ON U. S. 30

Hood River Grade Separation - Bridge No. 7398
30-40-30 Series with 45' Roadway

100'		
Excavation extra	at $400	$40,000
		5,000
Total		$45,000
10% contingencies plus 10% engineering		10,000
Total		$55,000

Revision of Trestle Structure - Bridge No. 2471

Raising trestle 200'	at $ 40	$ 8,000
New concrete structure, 120'	at 250	30,000
Total		$38,000
Engineering and contingencies		8,000
		$46,000

Second Street Overcrossing in Hood River

Highway overcrossing, 140'	at $300	$42,000
Railroad overcrossing, 250'	at 250	62,500
Walls, etc.		9,500
Total		$114,000
Total, including engineering and contingencies		$138,000
Railroad expenses		15,000
Grand Total		$153,000

Hood River Bridge

$210,000

Rock Creek Bridge

135'	at	$275	$37,000
Extra excavation			5,000
Total			$42,000
Gross total including engineering and contingencies			$50,000

Mosier Creek Bridge No. 7393

182'	at	$275	$50,000
Excavation extra			5,000
Total			$55,000
Total including engineering and contingencies			$66,500

Mosier Overcrossing, Bridge No. 7397

172'	at	$275	$47,000
Collision walls			2,000
Total			$49,000
Total including engineering and contingencies			$60,000
Railroad expenses			10,000
Grand Total			$70,000

Hood River Railroad Overcrossing, Bridge No. 2443

Shoring and Cribbing			$ 5,000
Excavation - 500 cu.yds.	at	$ 10.00	5,000
Class "A" Concrete, 1,800 yds.	at	65.00	117,000
Railroad collision walls - 100 yds.	at	40.00	4,000
Reinforcing - 425,000 lbs.	at	.11	46,750
Railing - 1,300 ft.	at	12.00	15,600
Railroad expenses			15,000
			$208,300
Gross total including engineering and contingencies			$252,000

Shogren Bridge

Excavation - 300 yds.	at	$ 10.00	$ 3,000
Concrete - 825 yds.	at	65.00	53,625
Reinforcing - 206,000 lbs.	at	.11	22,600
Collision walls - 50 yds.	at	40.00	2,000
Rails - 610'	at	12.00	7,300
Railroad expenses			15,000
Retaining wall			2,000
Total			$105,525
Grand total including engineering and contingencies			$128,000

Total cost of nine structures ---------------------------- $1,029,000

4/19/51

March 23, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad
Pittock Block
Portland 5, Oregon

Dear Sir:

Six prints of the encroachment map of the Hood River-Mosier Section of the Columbia River Highway, as corrected in accordance with notes made on March 14, 1951, in your office, are being forwarded under separate cover.

Please note that the two tracks of the Roberts projection at the Shogren overcrossing are shown 14 feet apart. It is expected that the bridge will span all tracks, thus eliminating need for a pier between tracks. Should this plan be changed in any manner, it shall be subject to your prior approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
FORM E-123X 25M 4-50
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

February 26th, 1951

Mr. L. W. Althof
Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

2506

NOTED
W. C. WILLIAMS

Dear Sir:

In further reply to your letter of February 9th, 1951, a negative and four prints of the Hood River-Mosier encroachment map are being forwarded under separate cover, as requested.

Also, in reply to your letter of February 21st, 1951, you will please find that the Roberts projection as revised at the crossing west of Hood River is shown on the maps noted above and forwarded herewith.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. W. Libby
Chief Locating Engineer

HWL:AR

ASSIGNMENT

No. ____
By ___

February 23, 1951

Description: Mr. Althof's letter of February 21 asking for alignment of Roberts Projection as shown on print of proposed overhead crossing of railroad at west end of Hood River-Mosier Section of Columbia River Highway

Acknowledged by _____ Referred to _ Libby ✓ __________

Investigate and report with recommendation
xx [illegible], such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 2/26 __ Report received ________

Remarks: Please expedite.
BCW

See copy ltr.
K.W.L.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

February 21, 1951

91-2

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. W. Libby
Chief Locating Engineer

Dear Sir:

Referring to your letter of February 13th transmitting a vicinity print (Drawing No. 9778) of the proposed overhead crossing of the Railroad at the west end of the Hood River - Mosier Section of the Columbia River Highway.

To aid in the consideration of this layout we would appreciate being furnished with the alignment of "Roberts Projection" as shown on the above print, as the projection shown is a revision of the basic projection, suggested by the Highway Department. Before approving or criticizing the proposed crossing we desire to study the effects of the proposed layout on the Roberts projection.

Yours very truly,

LWAlthof

L. W. Althof

NOTED
W. C. WILLIAMS

RECEIVED
1951
FOR FILING

COPY

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

41-194 ([illegible])
41-35 ([illegible])
3362

January 9th, 1951

2416

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Co.
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The shoofly on the Hood River-Mosier Section will be staked out Wednesday, January 10th, and can be inspected the day following. Please have Mr. Norberg accompany you so that he can make any changes you may desire in the alignment.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

te: Jan. 8, 1951 **ASSIGNMENT**

Nº 6 wcw
By ---

Description: Letter 1-4-51 from L. W. Althof re temporary shoo-fly on Hood River-Mosier Section.

Acknowledged by ----- Referred to -----SMITH-----

Investigate and report with recommendation
XX Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------------------

------------------ signature

Assignment executed 1-9-51 --- Report received --------

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

January 4, 1951

91-2

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attn: Mr. W. C. Williams
Assistant State Highway Engineer

Re: Hood River - Mosier Section of
Relocated Columbia River Highway

Dear Sir:

The shoofly sketch accompanying your letter of December 29th does not appear to give sufficient clearance to permit the cutting back of the rock face without delays to the Railroad. However, before definitely passing on the matter, it will be appreciated if you will arrange to have the line run in the field, advising when this has been accomplished, in order that it may be looked over in company with Highway Engineer.

Yours very truly,

L. W. Althof

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

EIVED
[illegible]
FOR FILING

3562

December 29, 1950

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

I am attaching hereto sketch of the temporary shoofly which it is proposed to use on the Hood River-Mosier Section in order to facilitate shooting. Any adjustments which you wish to make in this shoofly to conform to railroad practice will be satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

cc Mr. H. G. Smith

Mr. Smith has
extra copies
of sketch

S-211(5) Nyssa-Adrian Section of the 1951
Nyssa-Adrian Highway.

43563

November 21, 1952

Contract #3563

Grading & Paving

FINAL COST ANALYSIS

Nyssa-Adrian Section

Prefix 123-1047, S-211(3)

Nyssa-Adrian Highway

Contractor-Babler & Rogers
Resident Engr.-L. C. Johnson

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Clearing & Crubbing	All		$	$	$ 1,750.00	$ 4,000.00
***Struct. Excavation	505.4	Cu. Yds.	3.00	3.00	1,516.20	1,516.20
***Trench "	332.2	" "	2.00	2.00	664.40	664.40
***General "	2,052	" "	.50	.50	1,026.00	1,026.00
*Spec. Borrow "	120,399	" "	.40	.36	43,804.96	48,159.60
*Truck Haul on Borrow	174,945	Yd. Mile	.12	.11	19,779.36	20,993.40
*Fin. R/B & Slopes	11.65	Mile	300.00	261.92	3,051.35	3,495.00
*&***12" Conc. Pipe	258	Lin. Ft.	2.00	2.00	516.00	516.00
*&***18" " "	822	" "	3.50	3.50	2,877.00	2,877.00
*&***24" " "	33	" "	5.00	5.00	165.00	165.00
*&***36" " "	12	" "	10.00	10.00	120.00	120.00
*&***18"Corr. Metal Pipe	92	" "	5.50	5.50	506.00	506.00
*&***30" " " "	12	" "	7.50	7.50	90.00	90.00
*&***18" Conc. Siphon P.	168	" "	3.50	3.50	588.00	588.00
***Salv. Culv. Pipe	229	" "	2.50	2.50	572.50	572.50
*&***Class "A" Conc. in Irrigation Struc.	14.69	Cu. Yds.	57.50	57.50	844.68	844.68
*&***Metal Rein. in Irrigation Struc.	225	Lbs.	.13	.13	29.25	29.25
*&***Class "A" Conc. in Box Culvert	69.75	Cu. Yds.	60.00	60.00	4,185.00	4,185.00
*&***Metal Rein. in Box Culv.	10,974	Lbs.	.13	.13	1,426.62	1,426.62
*&**3/4"-0 Mat'l. in Level Course & Shldrs.	9,738	Cu. Yds.	2.00	1.86	18,145.43	19,476.00
*Sprinkling	769.5	M/Gal.	2.00	1.64	1,258.35	1,539.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Prep. of Base	12.02	Mile	$100.00	$ 75.42	$ 906.51	$ 1,202.00
*&**3/4"-0 Mat'l. in Binder Course	1,230	Cu. Yd.	3.00	2.79	3,434.15	3,690.00
*Furn. & Place RC-2 Asph. in Binder Course	172.36	Ton	45.00	43.29	7,462.41	7,756.20
*&**Class "B" Asph. Conc.	28,729.32	"	5.70	5.29	152,003.13	163,757.12
*RS-1 Emuls. Asph. in Seal Coat	116.34	"	45.00	44.84	5,216.80	5,235.30
*&**Aggr. in Seal Coat	652	Cu. Yd.	5.00	3.27	2,131.43	3,260.00
*&***P.A. #1, 12" Corr. Metal Pipe	76	Lin. Ft.	4.50	4.50	342.00	342.00
*&***P.A. #1, 48" Corr. Metal Pipe	10	" "	22.50	22.50	225.00	225.00
*&***P.A. #2, Cement Adj. Favor Contr.	.34	Bbls.	3.726	3.726	1.27	1.27
***P.A. #3, Sloping Gravel Pit	All		150.00	150.00	150.00	150.00
					$274,788.80	$298,408.54

	Gross Rev.	Total Cost	Profit	% Profit
*Babler & Rogers	$251,978.32	$228,358.58	23,619.74	9.4%
**N. A. Toole Constr. Co.	35,686.59	35,686.59		
***Lankford Brothers	10,743.63	10,743.63		
Grand Total	$298,408.54	$274,788.80	23,619.74	7.9%

Clearing, excavation, except the borrow, and the installation of culvert pipe, and concrete work done by Lankford Brothers.

Rock crushed by N. A. Toole Construction Co.

Nyssa-Adrain Section
Contract #3563

Detail of Cost
Babler & Rogers

Labor:

Supervision	$ 2,500.00	
Labor	50,931.86	
Labor Insurance	3,186.31	
		$ 56,618.17

Materials:

12" Conc. Pipe	258	Ft.	at	0.97	250.26	
18" " "	822	Ft.	"	1.79	1,471.38	
24" " "	33	Ft.	"	2.84	93.72	
36" " "	12	Ft.	"	6.31	75.72	
18" Corr. Metal P.	92	Ft.	"	2.75	253.00	
Bands	4	Ea.	"	4.45	17.80	
30" Corr. Metal P.	12	Ft.	"	5.27	63.24	
Bands	2	Ea.	"	5.12	10.24	
18" [illegible]. [illegible] Siphon	168	Ft.	"	2.75	462.00	
12" Corr. Metal P.	76	Ft.	"	2.33	177.08	
Bands	3	Ea.	"	3.50	10.50	
48" Corr. Metal P.& Bands	10	Ft.	"	11.48	114.80	
Redi-mix Concrete	84.44	C. Y.	"	14.00	1,182.16	
Metal Rein.	11,199	Lbs.	"	.077	862.32	
86-100 Penetration Asph.	1,637.9	Tons	"	19.50	31,952.33	
RC-2 Asphalt	172.36	"	"	21.00	3,619.56	
RS-1 Emul. Asphalt	116.34	"	"	24.88	3,221.20	
Freight on Asphalt	1,926.6	Tons	at	14.20	27,357.72	
						$ 71,195.03

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	$35,144.95	
" " (Hired)	18,357.50	
Gas, Oil & Grease	13,563.73	
Diesel used in heating asph. conc.	5,052.46	
Bond	1,790.45	
P.L. & P.D. Insurance	667.90	
P. U. C. Fees	125.50	
Small Tools & Misc. Supplies	2,140.00	
Move In, Freight & Cartage	5,839.63	
Paid N. A. Toole for crushing gravel	35,686.59	
Paid Lankford for installing culvert pipe, clearing & conc. work	10,743.63	
General Overhead	8,911.00	
		146,975.60

Total Cost $274,788.80

Nyssa Adrian Section
Contract #3563

Remarks:

This was a Federal Aid Project for grading and paving 12.07 miles of highway roadbed on the Nyssa-Adrian Section of the Nyssa-Adrian Highway, in Malheur County.

This project was bid July 17, 1951, awarded August 14, 1951, work started September 4, 1951, and completed June 25, 1952.

The subcontractor, Lankford Brothers, moved in September 4, 1951, and started building forms for a 10'x8' concrete box culvert. After completing the box culvert, work was started on the clearing and excavation and installation of the culvert pipe. The contractor bought the pipe and the subcontractor installed same.

The contractor moved in and started hauling borrow material October 16th, from the Columbia Avenue borrow pit. Equipment used was 1-3/4 cubic yard shovel, 10-6 cubic yard trucks, 3-13 cubic yard Euclid bottom dump trucks, and 1-D8 cat and dozer and 2 - #12 cat blades were used on street. After two weeks more loading equipment was brought in and placed at various borrow pits, this included 1-3/4 cubic yard shovel and 1-D4 cat and overhead loader. The contractor made good progress on the borrow material realizing a fair profit.

N. A. Toole, rock crushing contractor, moved in his portable rock crusher to the specified gravel deposit 0.15 mile easterly from the highway and on the easterly side of the railroad at mile point 5.11. He moved the plant to the northerly end of the pit and crushed the 3/4-0 level course and shoulder gravel, then moved the plant to the southerly end of the pit and crushed the Class "B" asphaltic concrete aggregate. A total of 45,586 cubic yards of gravel was crushed in 1,081 hours for an average of 42 cubic yards per hour. Aggregate was crushed for the Ontario-Evans Corner project, Nyssa (Locust Ave.-Bower Ave.,) Ontario (East 1st St.) projects.

The contractor moved in and setup a pioneer continuous mix paving plant during the first week in April, 1952. Started placing the binder course April 2, good progress was made on this item.

The contractor started producing Class "B" asphaltic concrete April 8, 1952, and completed May 22, 1952. A total of 28,729.32 tons of asphaltic concrete was mixed and laid in a total of 257 hours for an average of 112 tons per hour which was very good production. The material was hauled to the road with an average of 10 - 7 cubic yard trucks and handled on the street with a Barber-Greene paver and two rollers. The 3/4"-0" shoulder material was loaded with a D4 tractor with an overhead bucket into 3 - 7 cubic yard trucks and handled on the street with a blade and roller.

The contractor had good bid prices, equipment, and supervision realizing a fair profit.

E. H. Clymer
Chief Cost Analyst

By . . . George Kayser

RECEIVED
SEP [illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
Sep. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)	
[illegible] 5			
3563	**11 —final**	**Babler & Rogers**	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16835	**R-49420**	$ **9,044.24**	**9/12/52**

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: **None**

Completion Date: **June 25, 1952**

Date Accepted: **Aug. 18, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-16-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible]

RECEIVED
SEP 2 1952
FOR FILING

August 29, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3563, for grading and paving on the Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County, was completed by the contractor, Babler & Rogers, on June 25 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $9,044.24 will be released to the contractor on or after September 8, 1952. The total contract amount is $298,408.54, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 2, Oregon

NOTED ON CARD
8-29-52 g

RECEIVED
AUG 19 1952
FOR FILING

August 7, 1952

The Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler and Rogers on Contract No. 3563, covering grading and paving work on the Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County. This payment, in the amount of $13,897.08 will be made on or after August 17. The retained percentage is $8,949.41.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - The Fidelity and Casualty Company of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

Pallett, Fisher and Carlo, Inc.
U. S. National Bank Building
Portland 2, Oregon

NOTED ON CARD

RECEIVED

FOR FILING

June 30, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 25, 1952 on Contract No. 3563, Nyssa-Adrian Section, in connection with Federal Aid Project No. S-211 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6, 1952

Section Nyssa-Adrian

Kind of work Grading and Paving

Highway Nyssa-Adrian

Section prefix 123-1047

Contractor Babler and Rogers

Contract number 3563

Date of contract August 1[illegible], 1951

Date of completion September 30, 1952

Date work started September 4, 1951

Estimated date of completion June 10, 1952

Amount of contract . . . . $ 298,888.00

Per cent of time elapsed 75 %

Estimated cost of completed project, exclusive of engineering . . . . $ 298,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 20,600, 6.0 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placing of shoulder material was completed on Tuesday of this week. The only work now remaining to be done is a small amount of blade work on the shoulders.

NOTED
H. G. SMITH

RECEIVED
[illegible] 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed L.C.Johnson by: Dick [illegible]

Address Box 402 Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.65	12.02		12.02	12.02
Miles partially completed		12.02			
Miles completed	11.65			12.02	12.02
Total estimated quantities	120,399	9,738		1882 c.y. 288.70 Tons	28,739.32 T.
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		10			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 5 trucks,1 loader ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT. 48419

RECEIVED
FOR FILING

FORM 2-30 25M 6-51 60718

5-211(c)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1951

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

RECEIVED
[illegible] 951

Dear Sir:

Pursuant to your instructions of October 19th, we have had the Division Engineer investigate the feasibility of acquiring additional right of way at Garrison Corners, on the Nyssa - Adrian Section, to permit future decrease of curvature in this location.

Mr. Chidsey recommends that we acquire this right of way at this time, even though construction may not occur for some period of time. I am attaching hereto description, authorization form, and sketch map to provide for the acquisition.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

NOTED
W. C. WILLIAMS

EAP:sh

Attachments

RECEIVED
DEC 4 1951
RIGHT OF WAY DEPT.

3563

Form PR (Revised 1946)

+17

State Oregon

Federal Aid Secondary Project No. S-211(5)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 19 51, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 19 51, a program, which was approved on the 21st day of March, 19 51, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of July, 19 51; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighty-six thousand and 00/100 dollars ($186,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 24+11.70 at the junction of FAS Route 514 in Nyssa and survey station 661+21.44 in the SW 1/4, Section 14, T. 21 S., R. 46-E, W.M., without exception,**

, length **12.065** miles, in **Malheur** County, being **Oregon Federal Aid / Secondary** project No. **S-211(5)**, consisting of **12.021** miles of roadway and **one** bridges, [illegible] of more than 20 feet clear span, **0.044** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighty-six thousand and 00/100 dollars ($186,000.00), which does not exceed the authorized Federal pro rata share of three hundred twenty-eight thousand, seven hundred seventy-six and 80/100 dollars ($328,776.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Floyd Query
acting

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

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FOR FILING

FORM 2104
2-50-5M

File

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. A. COLLINS,
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

211 (5)
[illegible]

November 6, 1951

J.A.H.
11-6-51

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attn: Mr. W. C. Williams, Asst.

Dear Sir:

Your letter, Sept. 25, with reference to installing reflectorized cross-buck and advance warning signs at grade crossing 1.4 miles north of Adrian:

We are agreeable to this installation being made with the understanding that the work will be done without cost to the Railroad Company, and the further understanding that the Railroad Company will thereafter assume maintenance expense.

Yours truly,

RECEIVED
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Central Snake River District
214 Broadway, Boise, Idaho

October 30, 1951

Subject: Your File No. 17762
U. S. Bureau of Reclamation
Nyssa-Adrian Section
Nyssa-Adrian Highway

Oregon State Highway Commission
Salem, Oregon

R/W letter

Dear Sir:

Referring to your letter of October 24, 1951, and previous correspondence regarding your request for permission to take gravel from a Bureau of Reclamation pit located in the SE¼ of Section 13 and the S[illegible] of Section 18 in T. 20S., Rs. 46 and 47 E., during construction of the Nyssa-Adrian Highway, permission is hereby given for such action with the understanding that it is proposed to remove approximately 85,000 cubic yards of material from the immediate vicinity of the previously operated gravel pit in connection with the construction of the Owyhee Dam.

Said permission is given with the understanding that the gravel processing operation will be limited to an area immediately adjacent to the old gravel pit and the railroad right-of-way. In other words, it is understood that the desired gravel will be taken only from an area between the railroad right-of-way and the Snake River.

In this connection you should be informed that the Bureau is about to grant a use and occupancy license to the Oregon Trail Grange No. 687 to construct a Grange Hall and picnic grounds on an area described as the [illegible]SE¼SE¼ lying north and west of State Highway No. 201 in Section 13, T. 20S., R. 46E., W.M. It is presumed that the Grange is familiar with the State Highway current operations at that locality and in locating its Grange Hall will select a suitable site which will not be interferred with by the enlarged highway at this point. Plotting the description given above on your drawing File No. IR-5-145 does not indicate that there should be any interferrence between the Grange Hall construction and your gravel processing operation.

In going through our files I discovered an older license (dated May 15, 1946) to Oregon to use for a stockpile site a small area near the SW corner of the [illegible] of said Section 13. It appears to be adjacent to and on the east side of the Owyhee ditch.

We would appreciate receiving two more prints of the drawing enclosed with your letter of October 16, namely Section 18, T. 20S., R. 47E., your file No. IR-5-145.

Very truly yours,

Geo. N. Carter
District Manager

In duplicate

Copy to: Irrigation Manager, Nyssa

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OCT [illegible]
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[illegible]

[illegible]

Salem, Oregon
October 19, 1951

Mr. H. G. Smith

Mr. Charles Reynolds has requested that we determine whether or not it would be advisable to acquire additional right of way at Garrison Corners, on the Nyssa-Adrian Section, to permit future decrease of curvature at this location. Our alignment is not good at this point but was necessitated by a large house which we could not obtain. This house has now burned, and it may be the right of way could be acquired at nominal cost.

Please have Mr. Chidsey make an early investigation of this and submit right-of-way descriptions for additional property if it appears desirable at some time in the future, even if it does not now.

W. C. Williams

WCW:me

RECEIVED
FOR FILING

F- 211 (5)

3563

Salem, Oregon
October 18, 1951

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with the requirements of the Public Roads Administration it will be necessary to install reflectorized cross-buck signs and reflectorized advanced warning signs at the grade crossing on the Nyssa-Adrian Highway, approximately 1.4 miles north of the town of Adrian.

The crossing referred to is at Station 588+78 of the Nyssa-Adrian project, Contract No. 3563.

The installation should be timed for completion about the same time as the Nyssa-Adrian project which is estimated to be September 30, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

c.c.: K. F. Chidsey

October 13, 1951

C
O
P
Y

Mr. L. A. Collins, General Manager
Union Pacific Railroad Company
928 Pittock Block
Portland 5, Oregon

Dear Sir:

On September 25, 1951, we wrote to you asking for your consent to our installing reflectorized cross-buck signs and reflectorized advance warning signs at two grade crossings of highways with your tracks.

(1) On the Island City-South County Road, approximately 5½ miles south of the city of Island City, Union County, Oregon. # 3528

(2) On the Nyssa-Adrian Secondary Highway, approximately 1.4 miles north of the town of Adrian, Malheur County, Oregon.

As the construction work on these two sections is nearing completion may we have your consent to our making these installations in accordance with Public Utilities Commissioner's Order No. 7058.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:gs

RECEIVED
OCT 1 - 1951
FOR FILING

September 25, 1951

Mr. L. A. Collins, General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

Under authority of Order No. 7058, issued by the Public Utilities Commissioner of the State of Oregon on December 27, 1939, we propose to install reflectorized cross-buck and reflectorized advance warning signs at the grade crossing of your tracks with our Nyssa-Adrian Secondary Highway, approximately 1.4 miles north of the town of Adrian, Malheur County, Oregon.

May we have your consent to our making this installation with the understanding that maintenance of the cross-buck signs after installation will be a responsibility of your company as provided in the P.U.C. order mentioned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:gs

Form E-1—10M—7-50

S-211 (5)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Nyssa - Adrian

For Week Ending October 13, 1951

Highway Nyssa - Adrian

Kind of work Grading and Paving

Contractor Babler and Rogers

Section prefix 123-1047

Date of contract August 14, 1951

Contract number 3563

Date work started Sept.4, 1951

Date of completion Sept.30, 1952

Amount of contract $ 298,888.00

Estimated date of completion Sept.30, 1952

Per cent of time elapsed 15 %

Estimated cost of completed project, exclusive of engineering $298,888.00

Per cent of contract completed, based on total contract price 00 %

Engineering cost to date $ 3430.00, 1.1 %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The sub-contractor has worked on clearing of box culvert one day this week.

One field party has worked most of the week, staking culverts and siphon pipes.

NOTED
H.G. SMITH

RECEIVED
OCT 15 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed A. E. Johnson

Address Box 402, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.50	12.01		12.07	12.07
Miles partially completed					
Miles completed	00	00		00	00
Total estimated quantities	118,100	11,000		2120 c.y 300 tons	29,000 tons
Estimated quantities moved or placed to date	None	None		None	None
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair ~~Rain~~		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Cloudy		
Saturday	*		

State Printing Dept. 41608

RECEIVED
1951
FOR FILING

October 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Nyssa-Adrian Section, Project No. S-~~221~~ 211 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JH:ow

Encl.

Oregon State Highway Department Federal Aid Project No. S-211 (5)

NYSSA-ADRIAN SECTION OF THE
NYSSA-ADRIAN HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1951

Type Code 6201
Inside City of Nyssa (Sta. 24+11.70 to 43+95)

All Required		Clearing and Grubbing (5%)		$ 200.00
2,000	cu. yds.	Special Borrow Excavation	$ 0.40	800.00
8,000	yd. mi.	Truck Haul on Special Borrow	0.12	960.00
0.38	mile	Finishing Roadbed and Slopes	300.00	114.00
400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	800.00
10	M-gals.	Sprinkling	2.00	20.00
0.38	mile	Preparation of Base	100.00	38.00
40	cu. yds.	3/4" - 0 Material in Binder Course	3.00	120.00
5	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	45.00	225.00
950	tons	Class "B" Asphaltic Concrete	5.70	5,415.00
4	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	180.00
24	cu. yds.	Aggregate in Seal Coat	5.00	120.00
			Subtotal	$ 8,992.00
			10% Engr. & Cont.	899.20
			Total	$ 9,891.20

Length 0.375 mile
Cost per mile $26,376.53

Type Code 6201
Outside City (Sta. 43+95 to 661+21.44)

All Required		Clearing and Grubbing (95%)		$ 3,800.00
570	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,710.00
750	cu. yds.	Trench Excavation, Unclassified	2.00	1,500.00
4,100	cu. yds.	General Excavation, Unclassified	0.50	2,050.00
112,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40	44,800.00
145,000	yd. mi.	Truck Haul	0.12	17,400.00
11.12	miles	Finishing Roadbed and Slopes	300.00	3,336.00
90	lin. ft.	12-inch Concrete Pipe	2.00	180.00

460	lin. ft.	18-inch Concrete Pipe	$ 3.50	$ 1,610.00
40	lin. ft.	24-inch Concrete Pipe	5.00	200.00
10	lin. ft.	36-inch Concrete Pipe	10.00	100.00
80	lin. ft.	15-inch Corrugated Metal Pipe	4.50	360.00
10	lin. ft.	18-inch Corrugated Metal Pipe	5.50	55.00
16	lin. ft.	30-inch Corrugated Metal Pipe	7.50	120.00
90	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.50	495.00
10	lin. ft.	18-inch Concrete Siphon Pipe	3.50	35.00
34	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	6.00	204.00
460	lin. ft.	Salvaging Culvert Pipe	2.50	1,150.00
10	cu. yds.	Class "A" Concrete in Irrigation Structures and Headwalls	57.50	575.00
400	lbs.	Metal Reinforcement for Irrigation Structures	0.13	52.00
80	cu. yds.	Class "A" Concrete in Box Culvert	60.00	4,800.00
13,500	lbs.	Metal Reinforcement in Box Culvert	0.13	1,755.00
10,600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	21,200.00
290	M-gals.	Sprinkling	2.00	580.00
11.64	miles	Preparation of Base	100.00	1,164.00
1,300	cu. yds.	3/4" - 0 Material in Binder Course	3.00	3,900.00
165	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	45.00	7,425.00
28,000	tons	Class "B" Asphaltic Concrete	5.70	159,600.00
125	tons	RS-1 Emulsified Asphalt	45.00	5,625.00
750	cu. yds.	Aggregate in Seal Coat	5.00	3,750.00
			Subtotal	$289,531.00
			10% Engr. & Cont.	28,953.10
			Total	$318,484.10

Length of Roadway 11.646 miles
Cost per mile $27,347.08

Type Code X001
Paving Bridge Deck
Structure (Sta. 482+63.52 to 484+95.52)

0.05	mile	Preparation of Base	$100.00	$ 5.00
50	tons	Class "B" Asphaltic Concrete	5.70	285.00
1	ton	RS-1 Emulsified Asphalt in Seal Coat	45.00	45.00
6	cu. yds.	Aggregate in Seal Coat	5.00	30.00
			Subtotal	$ 365.00
			10% Engr. & Cont.	36.50
			Total	$ 401.50

Length of Structure 0.011

SUMMARY OF FUNDS

Roadway	Total Cost	Federal Funds	State Funds
Inside City	$ 9,891.20	$ 5,596.00	$ 4,295.20
Outside City	318,484.10	180,177.00	138,307.10
Bridge (Paving Deck)	401.50	227.00	174.50
	$328,776.80	$186,000.00	$142,776.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. S-211 (5)

NYSSA-ADRIAN SECTION OF THE

NYSSA-ADRIAN HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon June 28, 1951

Type Code 6201
Inside City of Nyssa (Sta. 24+11.70 to 43+95)

All Required		Clearing and Grubbing (05%)		$ 100.00
2,000	cu. yds.	Special Borrow Excavation	$ 0.40	800.00
8,000	yd. mi.	Truck Haul on Special Borrow	0.12	960.00
0.38	mile	Finishing Roadbed and Slopes	300.00	114.00
400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	1,000.00
10	M-gals.	Sprinkling	2.50	25.00
0.38	mile	Preparation of Base	200.00	76.00
40	cu. yds.	3/4" - 0 Material in Binder Course	4.00	160.00
5	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	48.00	240.00
950	tons	Class "B" Asphaltic Concrete	6.00	5,700.00
4	tons	RS-1 Emulsified Asphalt in Seal Coat	48.00	192.00
24	tons	Aggregate in Seal Coat	4.50	108.00
			Subtotal	$ 9,475.00
			10% Engr. & Cont.	947.50
			Total	$ 10,422.50

Length 0.375 mile
Cost per mile $27,793.33

Type Code 6201
Outside City (Sta. 43+95 to 661+21.44)

All Required		Clearing and Grubbing (95%)		$ 1,900.00
570	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,710.00
750	cu. yds.	Trench Excavation, Unclassified	2.50	1,875.00
4,100	cu. yds.	General Excavation, Unclassified	0.30	1,230.00
112,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40	44,800.00
145,000	yd. mi.	Truck Haul	0.12	17,400.00

11.12	miles	Finishing Roadbed and Slopes	$300.00	$ 3,336.00
90	lin. ft.	12-inch Concrete Pipe	2.00	180.00
460	lin. ft.	18-inch Concrete Pipe	3.50	1,610.00
40	lin. ft.	24-inch Concrete Pipe	6.50	260.00
10	lin. ft.	36-inch Concrete Pipe	14.00	140.00
80	lin. ft.	15-inch Corrugated Metal Pipe	3.50	280.00
10	lin. ft.	18-inch Corrugated Metal Pipe	4.50	45.00
16	lin. ft.	30-inch Corrugated Metal Pipe	8.00	128.00
90	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.00	450.00
10	lin. ft.	18-inch Concrete Siphon Pipe	5.00	50.00
34	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.00	170.00
460	lin. ft.	Salvaging Culvert Pipe	2.00	920.00
10	cu. yds.	Class "A" Concrete in Irrigation Structures and Headwalls	60.00	600.00
400	lbs.	Metal Reinforcement for Irrigation Structures	0.20	80.00
80	cu. yds.	Class "A" Concrete in Box Culvert	55.00	4,400.00
13,500	lbs.	Metal Reinforcement in Box Culvert	0.14	1,890.00
10,600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	26,500.00
290	M-gals.	Sprinkling	2.50	725.00
11.64	miles	Preparation of Base	200.00	2,328.00
1,300	cu. yds.	3/4" - 0 Material in Binder Course	4.00	5,200.00
165	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	48.00	7,920.00
28,000	tons	Class "B" Asphaltic Concrete	6.00	168,000.00
125	tons	RS-1 Emulsified Asphalt	48.00	6,000.00
750	cu. yds.	Aggregate in Seal Coat	4.50	3,375.00
			Subtotal	$303,502.00
			10% Engr. & Cont.	30,350.20
			Total	$333,852.20

Length of Roadway 11.646 miles
Cost per mile $28,666.68

Type Code X001
Paving Bridge Deck
Structure (Sta. 482+63.52 to 484+95.52)

0.05	mile	Preparation of Base	$200.00	$ 10.00
50	tons	Class "B" Asphaltic Concrete	6.00	300.00
1	ton	RS-1 Emulsified Asphalt in Seal Coat	48.00	48.00
6	cu. yds.	Aggregate in Seal Coat	4.50	27.00
			Subtotal	$ 385.00
			10% Engr. & Cont.	38.50
			Total	$ 423.50

Length of Structure 0.044 mile

SUMMARY OF FUNDS

Roadway	Total Cost	Federal Funds	State Funds
Inside City	$ 10,422.50	$ 5,624.00	$ 4,798.50
Outside City	333,852.20	180,147.00	153,705.20
Bridge (Paving Deck)	423.50	229.00	194.50
	$344,698.20	$186,000.00	$158,698.20

REFERRED TO
Hy Asst. Chief Engineer

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-211(5), Nyssa-Adrian Section of the Nyssa-Adrian Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Approval for advertising is not to be construed as assurance that critical materials, required for the construction of this project, can be secured.

Our recommendation for approval of P. S. and E. is with the understanding that protection will be provided at the railroad grade crossing on the project in accordance with PPM No. 63.

Very truly yours,

C. O. POLK
Acting District Engineer

NYSSA-ADRIAN SECTION

PROJECT NO. S-211 (5)

While negotiations for rights of way are in progress eight parcels have not been acquired but is it now believed that all rights of way or rights of entry can be made fully available with in fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

ADRIAN-NYSSA SECTION

PROJECT NO. S-211 (5)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 27, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Malheur Eighth Supplemental **Route No.** FAS-518

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER (PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	140	S-211 (5)	FAS Rt. 514 in Nyssa to Adrian	Survey-Plans					Gr., Dr., 2-lane high-type pavement
				Right-of-Way					
				Construction	300,000	186,000	114,000		
				TOTAL	300,000	186,000	114,000	12.00	
REQUESTED REVISION	140	S-211 (5)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	345,000	186,000	159,000	12.06	
				TOTAL	345,000	186,000	159,000		

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Later and more complete data developed cost of project being greater than programmed amount.

Date June 27, 1951

By
Assistant (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

RECEIVED
1951
FOR FILING
[illegible]
3563

September 17, 1951

Babler & Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3548, covering Oil Mat Surfacing on Nyssa (King & Park Avenues) City Street, in Malheur County, Oregon. Awarded July 17, 1951.

Contract No. 3557, covering Paving on Ontario (E. 1st Street S.) City Street, in Malheur County, Oregon. Awarded July 24, 1951.

Contract No. 3563, covering Grading and Paving on Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County, Oregon. Awarded August 14, 1951.

Contract No. 3564, covering Grading and Paving on Nyssa (Locust Ave.-Bower Ave.) on the Old Oregon Trail in Malheur County. Awarded August 14, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

MEMO:

The above contracts are being sent by express because of weight.

RECEIVED
FOR FILING
S-211 (5)
3563

September 7, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 4, 1951 on Contract No. 3563, Nyssa-Adrian Section, in connection with Federal Aid Project No. S-211 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
OCT 15 1951
FOR FILING

FORM E-20 25M 8-51 47198

1-m

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1951

SUBJECT: File 17758 -Easement Agreement
Nyssa-Adrian Section
Malheur County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first carbon copy of easement agreement relative to right of way on the Nyssa-Adrian Highway in Malheur County. The instrument has been approved by Mr. Devers.

After execution by the Highway Commission, please return both copies direct to me for further handling.

both copies & [illegible] 8/23

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

Mr. Baldock
BY SECRETARY
to sign if approved

OFFIC PY

"A" 2 copies to be signed

R.E.

RECEIVED
OCT 15 1951
FOR FILING

AGENDA

4-g

August 14, 1951

Babler Bros. Inc.
4517 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 17, 1951, accepted your proposals for grading and paving Nyssa-Adrian Section of Nyssa-Adrian Highway in Malheur County, for the sum of $278,888.00, and awarded Contract No. 3563 to you, and for pavement widening of the Nyssa (Locust Street-Bower Street) Section of the Old Oregon Trail Highway in Malheur County, for the sum of $27,720.00, and awarded Contract No. 3564 to you, such contracts being subject to approval by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that those conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, SIAC

2 jobs

5+C

MESTIC SERVICE			
k the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 14, 1951
1:30 p.m.

Babler Bros. Inc.
6017 S. E. Milwaukie Ave.
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contracts for grading and paving Nyssa-Adrian Section of Nyssa-Adrian Highway; also pavement widening the Nyssa (Locust Street-Bower Street) Section of the Old Oregon Trail Highway in Nyssa in Malheur County for which you submitted low bid on July 17, 1951. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Confirmation
C. W. Head
Auditor (5001-900)
Files ✓
M. Duda

RECEIVED
1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-211(5)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 14, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-211(5), Nyssa-Adrian Section of the Nyssa-Adrian Highway, we hereby concur, as of this date, in award of contract to Babler and Rogers of Portland, who submitted the low bid on July 17, 1951.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
AUG 1 6 1951
FOR FILING

11 (5)
3563

August 14, 1951

Mr. C. C. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award today of contract for grading and paving work on the Nyssa-Adrian Section of the Nyssa-Adrian Secondary Highway, Project S-211 (5), to Babler & Rogers of Portland, Oregon, on the basis of their bid of $298,888, submitted on July 17, 1951.

All required rights of entry are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-211(5), Nyssa-Adrian Section of the Nyssa-Adrian Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Approval for advertising is not to be construed as assurance that critical materials, required for the construction of this project, can be secured.

Our recommendation for approval of P. S. and E. is with the understanding that protection will be provided at the railroad grade crossing on the project in accordance with GAM No. 63.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

EIVED
1951
FOR FILING

FORM E-30 25M 8-50 42288

Const
Fed. Aid
Prog. Proj.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

Attached is a letter upon which the Malheur County Court has indicated its approval of the Nyssa-Adrian Section, Federal Aid Project S-211(5).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

E-123 25M 10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 18, 1951

Honorable S. Stanton
Malheur County Judge
Vale, Oregon

Dear Sir:

The Highway Commission at its July 16-17 meeting is planning to call for bids on the Nyssa-Adrian section of the Nyssa-Adrian State Secondary Highway which is Federal Aid Secondary Highway No. 518. This improvement will be Federal Aid Secondary Project No. S-211(5). It consists of grading, surfacing, and paving from the junction of the Old Oregon Trail in Nyssa to the intersection with Washington Street in Adrian, an overall length of 12.07 miles. The grading consists of widening and flattening three curves. The surfacing will be an average of 12" of selected topping material and 1-1/2" of a crushed gravel leveling course on both the widened portions of the grade and the existing highway surface. Asphaltic concrete 3" in depth and 20' wide will be placed on top of the surfacing, giving a finished surface 20' wide of asphaltic concrete pavement with 4' gravel shoulders.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and County Roads. It will be appreciated if the County Court will indicate its approval on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary before the project can be advertised, it is hoped this matter will be given your earliest consideration. It is requested that your concurrence be mailed to arrive in Salem not later than June 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall
By: John W. Cattrall
Engineer, County and City Relations

June 21th, 1951

We concur in the above project.

S Stanton Judge Malheur Co
C. P. Goodell Com. Malheur Co
G. R. Masterson Com. Malheur Co

23-1043 Nyssa-Locust St.-Bower St. 1951
Sec. of the Old Oregon Trail
#3564 Highway in Nyssa.

RECEIVED
FOR FILING
23-1048

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 25, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3564	4 & 5 Final	Babler & Rogers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15293	R-47936	$ 735.53	8/25/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: May 26, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-26-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: AUG [illegible]

NOTED ON CARD

RECEIVED
AUG 19 1952
FOR FILING

[illegible]

[illegible]

August 7, 1952

The Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

State Highway Contract No. 3564 for grading and paving the Nyssa (Locust Avenue-Bower Avenue) Section of the Old Oregon Trail in Malheur County was completed by the contractor, Babler & Rogers, on May 26, 1952, and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $735.53 will be released to the contractor on or after August 17. The total contract amount is $25,904.92 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Fidelity and Casualty Company of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD
[illegible]

RECEIVED
JUN 16 1952
FOR FILING

[illegible]

3564

June 17, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Babler & Rogers a portion of the funds heretofore retained by the Commission on contract No. 3564, covering the Nyssa (Locust Ave.-Bower Ave.) Section on the Old Oregon Trail in Malheur County.

This payment, in the amount of $13,516.64, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $778.43. The present payment will be released on or after June 27, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
6-17-52

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Nyssa(Locust Ave-Bower Ave)

For Week Ending May 31, 1952

Highway Old Oregon Trail

Kind of work Grading and Paving

Contractor Babler and Rogers

Section prefix 23-1048

Date of contract August 14, 1951

Contract number 3564

Date work started August 27, 1951

Date of completion July 31, 1952

Amount of contract . . . . $ 28,720.00

Estimated date of completion May 26, 1952

Per cent of time elapsed 67 %

Estimated cost of completed project, exclusive of engineering . . . . $ 27,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1850, 6.4 %

Date project was completed May 26, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The seal was placed on this section on Monday of this week, thereby completing the project

RECEIVED
JUN 2 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. C. Johnson

Address Box 402,Ontario,OregoN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56		0.56	0.56
Miles partially completed					
Miles completed	0.56	0.56		0.56	0.56
Total estimated quantities	750	650		130 22 tons	1700 tons
Estimated quantities moved or placed to date	832	420		80 22 tons	1541 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday	Cloudy		

STATE PRINTING DEPT. 48418

RECEIVED
1951
FOR FILING

[illegible]

3564

September 17, 1951

Babler & Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3548, covering Oil Mat Surfacing on Nyssa (King & Park Avenues) City Street, in Malheur County, Oregon. Awarded July 17, 1951.

Contract No. 3557, covering Paving on Ontario (E. 1st Street S.) City Street, in Malheur County, Oregon. Awarded July 24, 1951.

Contract No. 3563, covering Grading and Paving on Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County, Oregon. Awarded August 14, 1951.

Contract No. 3564, covering Grading and Paving on Nyssa (Locust Ave.-Bower Ave.) on the Old Oregon Trail in Malheur County. Awarded August 14, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

Recorded [illegible]

RECEIVED
1951
FOR FILING

73-1042

3564

August 14, 1951

Babler Bros. Inc.,
4617 S. E. Milwaukie Avenue
Portland, Oregon.

Gentlemen:

The State Highway Commission on July 17, 1951, accepted your proposals for grading and paving Nyssa-Adrian Section of Nyssa-Adrian Highway in Malheur County, for the sum of $298,888.00 and awarded Contract No. 3563 to you, and for pavement widening of the Nyssa (Locust Street-Bower Street) Section of the Old Oregon Trail Highway in Malheur County, for the sum of $28,720.00, and awarded Contract No. 3564 to you, such contracts being subject to approval by the Bureau of Public Roads and clearance of right if way matters. This note is to inform you that those conditions have now been satisfied.

Pursuant to instructions from the Commission contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:srj
cc H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, SIAC

SERVICE
eck the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 14, 1951
1.30 P. M.

Babler Bros. Inc.,
4617 S. E. Milwaukie Ave.,
Portland, Oregon

The State Highway Commission today received satisfaction governing award to you of contracts for grading and paving Nyssa-Adrian Section of Nyssa-Adrian Highway; also pavement widening the Nyssa(Locust Street-Bower Street) Section of the Old Oregon Trail Highway in Nyssa in Malheur County for which you submitted low bid on July 17, 1951. Contract forms will be mailed you shortly for execution.

CC: Confirmation
C. W. Head
Auditor (5001-900
Files
M. Duda

H. B. Glaisyer, Secretary
Oregon State Highway Commission

1-3407 1951

Huntington Maintenance Building

#3565

RECEIVED
FEB 9 1952
FOR FILING

1-3407

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 17, 1952

(~~CONTRACT NO.~~)	(EST. NO.)	(CONTRACTOR)
3565	4-final	Swendig & Son

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
79	R-32159	$ 1,177.97	Jan. 16, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: None

Completion Date: Dec. 9, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 5 1952

NOTED ON CARD
2-5-52

RECEIVED
[illegible] 2 1952
FOR FILING

December 31, 1951

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

State highway contract No. 3565 covering construction of Huntington Maintenance Building in Baker County was completed by the contractor, Swendig & Son, on December 9, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,177.97 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $12,286.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Darrell W. Smith Insurance Agency
537 - 6th St.
Redmond, Oregon

NOTED ON CARD

12-31-51 gl

RECEIVED
OCT [illegible] 1951
FOR FILING

October 16, 1951

Swendig & Son
522 Seventh St.
Redmond, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3565, which was awarded to you on August 20, 1951 by the State Highway Commission, covering construction of a maintenance building at Huntington in Baker County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
AUG 23 1951
FOR FILING

1-3407

3565

August 23, 1951

Swendig and Son
522 - 7th Street
Redmond, Oregon

Gentlemen:

The State Highway Commission on August 20, 1951, awarded you Contract No. 3565 for the Huntington Maintenance Building on US Highway 30, in Baker County. This award was based on your low bid of $12,430 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
APR 4 - 1951
FOR FILING

FORM E-30 25M 8-50 42288

1-24-47

#3565

Huntington

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1951

SUBJECT: Maintenance Headquarters - Huntington

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Harper & Vale) OFFICE

L

Dear Sir:

Herewith Request to Open Negotiations; Statement of Information; Description; and two prints of proposed maintenance site at Huntington; also, copies of Chidsey's letters of February 13 and February 2.

Referring to your letter of January 25, there was some misunderstanding between Mr. Chidsey and Commissioner Reynolds.

Description of the site is given in my letter of January 15 to you, and Mr. Chidsey and I join in recommending purchase and construction of shed, at a cost of $15,000. We have this amount set up for shed at Harper, which should be deferred.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
Enclosures

Data mentioned above was forwarded to Construction Engineer on April 3rd.

ER

NOTED
W. W. STIFFLER

RECEIVED
[illegible] 5 1951
FOR FILING
FORM E-30 15M 5-49 31609

Maint
Bldgs. Sites

Huntington

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 2, 1951

SUBJECT:

To:

Mr. W. W. Stiffler
Asst. State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Stiffler:

I do not understand your letter of January 25th to Mr. Collier referring to Agenda Item 4-T on the January 23rd Commission meeting regarding the substitution of a maintenance headquarters at Harper for one at Huntington.

I did recommend that this substitution be made and also stated that at this time we were considering the possibility of moving the maintenance headquarters from Harper to Vale and felt that we should not consider construction at Harper until we have fully investigated the possibility of moving the headquarters to Vale.

I have, and do now, recommend the immediate construction of a maintenance headquarters at Huntington as there is a possibility that we may lose our present facilities at Huntington.

Respectfully yours,

E Chidsey

E. F. CHIDSEY
Division Engineer

EFC/hw
cc - E. A. Collier

RECEIVED

NOTED
W. W. STIFFLER

File

1951

FOR FILING

Maint

Bldgs + [illegible]

Salem, Oregon
January 25, 1951

Mr. E. A. Collier

Reference is to Agenda Item 4-T for the meeting held on January 23. The substitution of a standard maintenance headquarters building at Huntington for Harper was not approved.

The refusal to approve our request for this substitution was based on a telephone call from Commissioner Reynolds to Mr. Chidsey, who did not recommend the substitution.

W. W. Stiffler

WWS:er

EIVED

FOR FILING

January 17, 1951

Oregon State Highway Commission

Gentlemen

Our section maintenance headquarters in Huntington is located in a leased garage. The lease runs from year to year and is subject to cancellation on 60 days' notice. The rental rate is $25 per month.

We have located a suitable building site in Huntington, consisting of 3½ acres adjacent to the highway at the northerly edge of town, which carries the recommendation of Division Engineer Chidsey and Maintenance Engineer Collier.

The standard maintenance building at Huntington was not included in our 1951 budget. However, Mr. Chidsey recommends the construction of a standard building at Huntington in preference to Harper, which is included in the 1951 budget. The size of the building and the cost would be practically identical; therefore, your approval is respectfully requested to enter into negotiations for the building site, and, if and when approved, the construction of a standard maintenance building as a substitute for Harper, Oregon, at the estimated cost of $15,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er hi
cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. M. H. Hawke
Mr. Forrest Cooper

FORM E-30 25M 8-50 42366

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1951

SUBJECT: Huntington Maintenance Site

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
OFFICE

Dear Mr. Stiffler:

For the past four years we have rented a building at Huntington for $25.00 per month for section maintenance quarters. The owners will not lease over one year at a time. Herewith letter giving details of this lease.

Mr. Chidsey has urged purchase of a site and erection of a building this year at Huntington and has suggested a site which I have inspected and found suitable. The attached sketch shows the site which is 190 feet wide at south end and tapers to the north, and at 800 feet is still 120 feet wide. It is practically level and clear, faces the highway, and is not subject to flooding. There is a little gravel on part of it where W.P.A. had a camp, and there are a few Locust trees.

Huntington is not in the 1951 budget for a building but we have programmed one at Harper at $15,000 which could be deferred in favor of Huntington. $15,000 should cover Huntington.

I recommend we request authority from the Commission to purchase site at Huntington and erect building, and defer Harper to 1952.

Very truly yours,

EACollier

E. A. COLLIER,
Maintenance Engineer

EAC:mc
Enclosure -
cc: Mr. E. F. Chidsey -

NOTED
W. W. STIFFLER

FORM E-30 25M 8-50 42200

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1951

SUBJECT: M 184
R/W Dept: 13486
Map: 1R-1-418

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
OFFICE

Dear Mr. Stiffler:

The Huntington Maintenance Headquarters was established in November, 1946. At that time the limits of the section crew work were revised slightly so that the Huntington crew would maintain the Old Oregon Trail from Durkee to the Weiser Spur. The headquarters for this crew had previously been at Snake River Slides.

We entered into a one year lease with J. W. and Reba F. Bubb covering certain property including a concrete building, beginning November 1, 1946. Rental payment was $25 per month, payable quarter-annually in advance. The lease had an option for renewal by the State and this option was exercised and the lease was extended for one year under the same terms. This one year extension expired October 31, 1948, and it was again extended for a one year period under the same terms. When this elapsed, we again exercised our option and renewed the lease for another one year period, which expired October 31, 1950. There was no option for further extension so a new lease was negotiated covering only one year in accordance with the Bubb's wishes, at the same rental rate - namely, $25.00 per month quarter-annually, in advance. This lease will expire October 31st of this year and has no option for renewal. The owners have furnished electricity to us at no cost to the State.

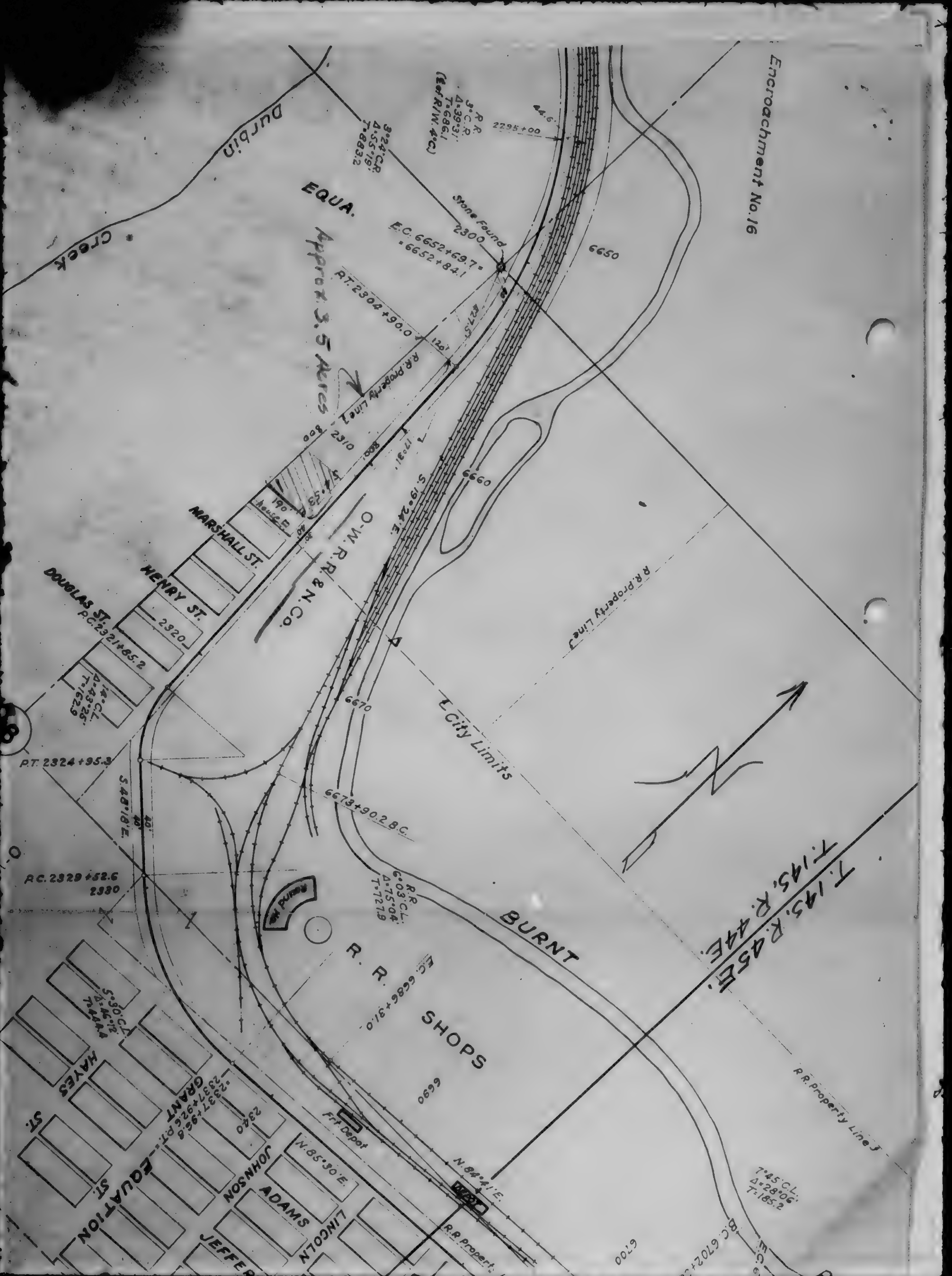
To summarize, we have leased since November 1, 1946, at $25.00 per month, under terms of a one year lease, and three one year extensions thereof, and another one year lease which will expire October 31st of this year.

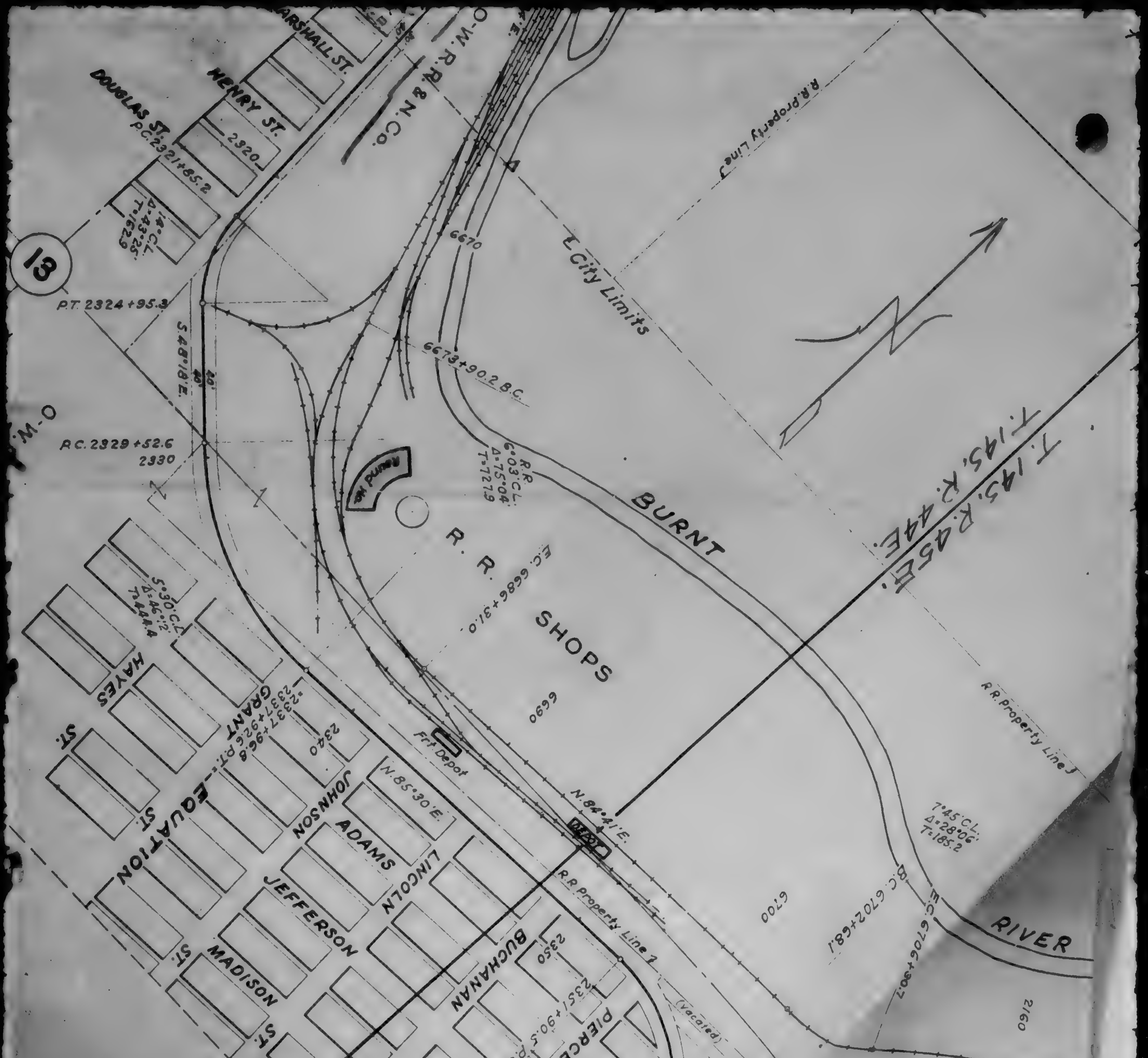
Very truly yours,

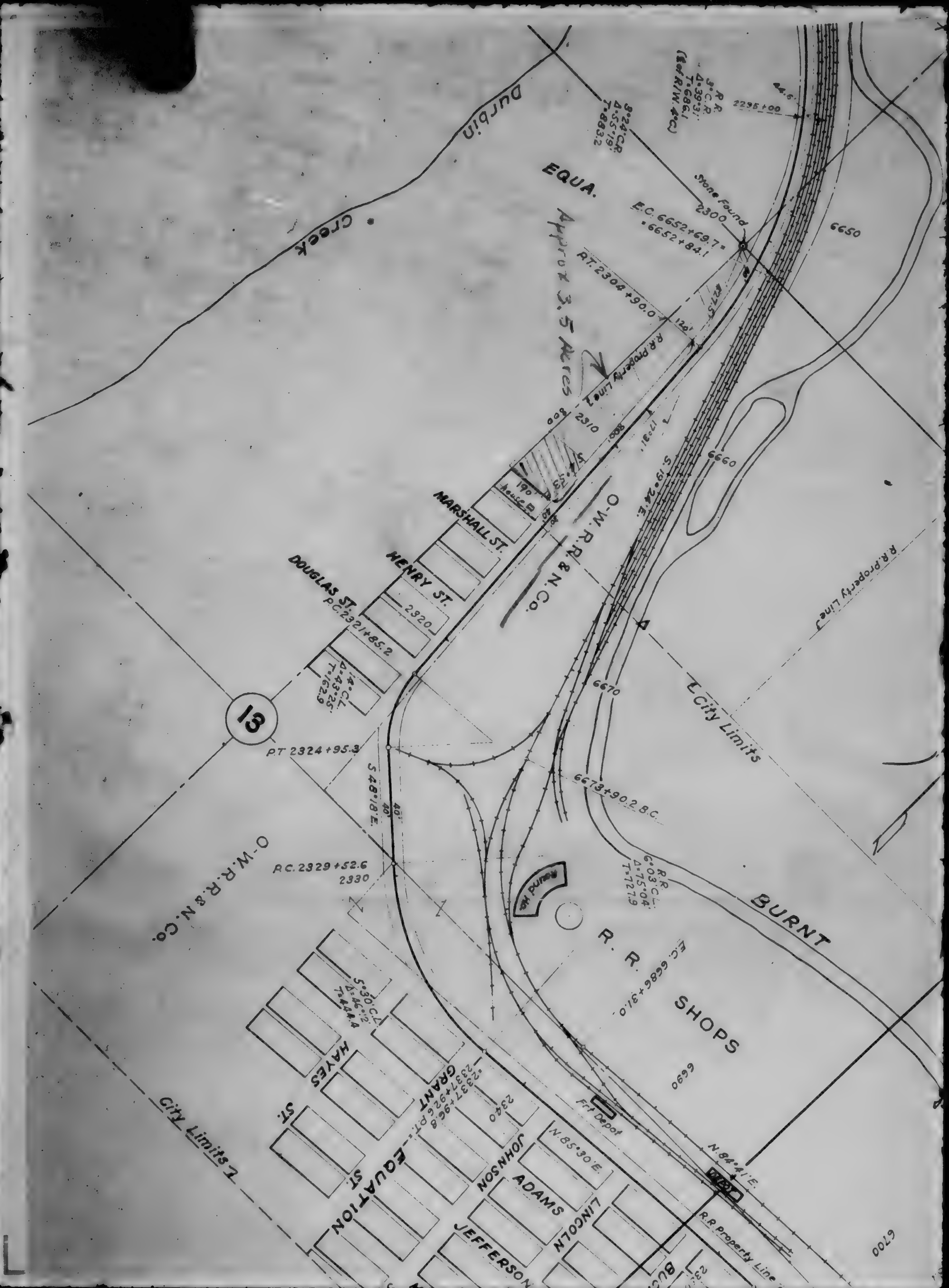
EACollier

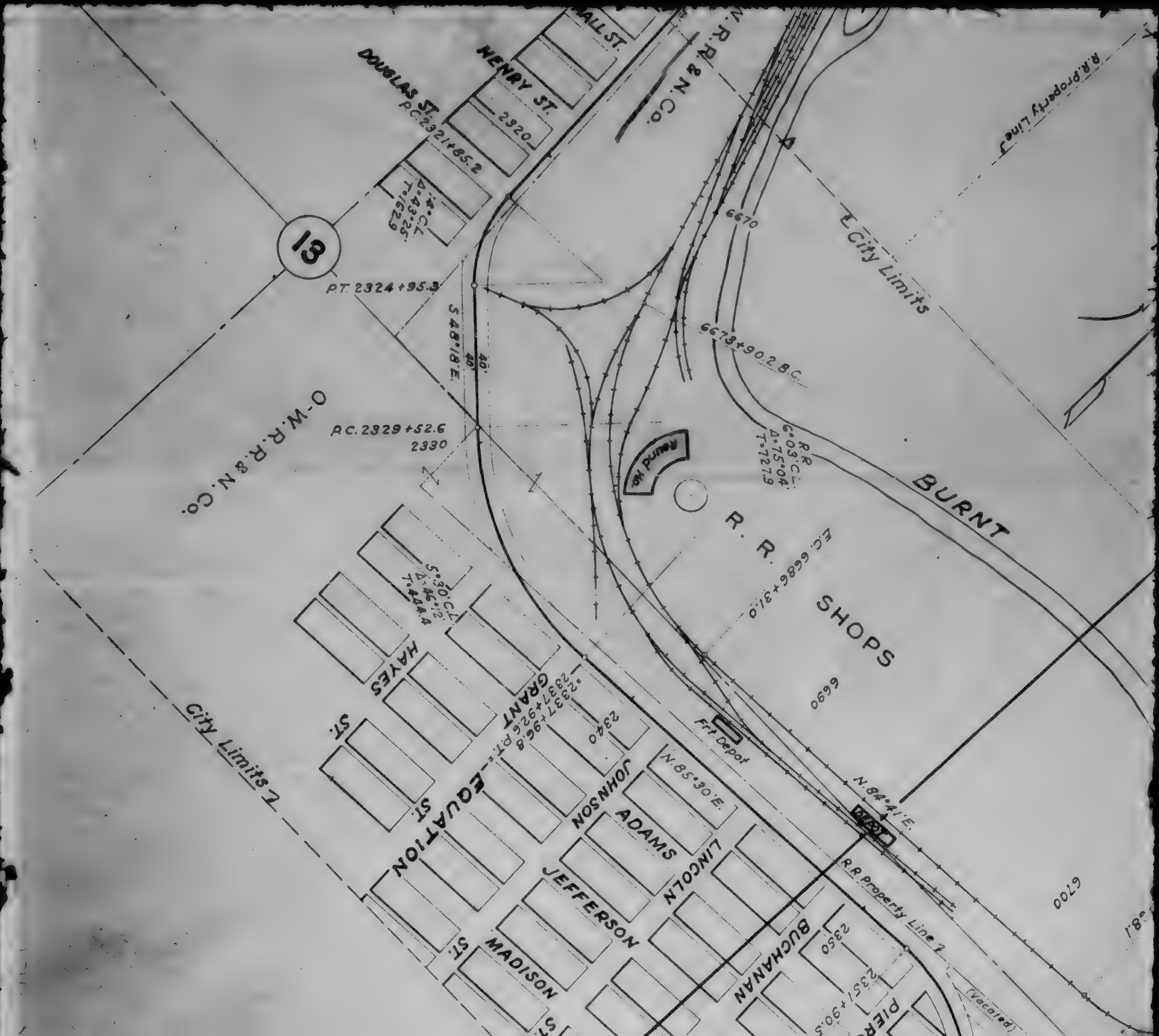
E. A. COLLIER,
Maintenance Engineer

EAC:JB:mc


Encroachment No.16
Durbin Creek
3°24' C.R.
Δ-55°19'
T-883.2
3° R.R.
3° C.R.
Δ-39°31'
T-686.1
(Ref R/W. 4°C.)
2295+00
44.6'
EQUA.
Stone Found
2300
E.C. 6652+69.7=
=6652+84.1
6650
P.T. 2304+90.0
120'
427.5'
Approx. 3.5 Acres
R.R. Property Line
800
2310
800'
170.31'
5.53
190'
house B
80'
S.19°24'E.
6660
MARSHALL ST.
HENRY ST.
DOUGLAS ST.
O-W.R.R.&N.Co.
2320
P.C. 2321+85.2
14° C.L.
Δ-43°25'
T-162.9
R.R. Property Line
6670
P.T. 2324+95.3
S.48°18'E.
40'
6673+90.2 B.C.
City Limits
P.C. 2329+52.6
2330
R.R.
6°03' C.L.
Δ-75°04'
T-727.9
BURNT
T.14S. R.44E.
T.14S. R.45E.
R. R.
SHOPS
E.C. 6686+31.0
6690
5°30' C.L.
Δ-46°12'
T-444.4
HAYES
GRANT
2337+92.6 P.T.
=2337+95.8
2340
ST.
EQUATION
ST.
JOHNSON
ADAMS
LINCOLN
JEFFER
N.85°30'E.
Frt. Depot
N.84°41'E.
R.R. Propert.
R.R. Property Line
7°45' C.L.
Δ-28°06'
T-185.2
6700
B.C. 6702+
E.C. 6


13
O.-W.R.R.& N.Co.
MARSHALL ST.
HENRY ST.
DOUGLAS ST.
P.C. 2321+85.2
2320
14° C.L.
Δ=43°25'
T=162.9
P.T. 2324+95.3
S.48°18'E.
P.C. 2329+52.6
2330
M.O
6670
6673+90.2 B.C.
℄ City Limits
R.R. Property Line
R.R.
6°03' C.L.
Δ=75°04'
T=727.9
Round House
R. R. SHOPS
E.C. 6686+31.0
6690
BURNT
RIVER
T.14S.,R.44E.
T.14S.,R.45E.
R.R. Property Line
7°45' C.L.
Δ=28°06'
T=185.2
B.C. 6702+68.1
E.C. 6706+30.7
6700
2160
N.S
5°30' C.L.
Δ=46°12'
T=484.4
HAYES ST.
GRANT
2337+92.6 P.T.
2337+96.8
2340
EQUATION ST.
JOHNSON
ADAMS
N.85°30'E.
Frt. Depot
N.84°41'E.
Depot
LINCOLN
JEFFERSON
MADISON ST.
ST.
R.R. Property Line
BUCHANAN
2350
2351+90.5 P.C.
PIERCE
(Vacated)
WASHINGTON
2164+68.3=
6706+59.4=
10° C.R.
Δ=68°18'
T=388.7
P.T. 2358+73.5
ST.
FILLMORE
S.26°12'E.
2360
TAYLOR
ST.
EQUA.
ST.
HARRISON
ST.
2364+85.8 P.C.
ST.
VAN BUREN
MONROE
4° C.L.
Δ=34°31'
T=445.0
2370
ST.
HUNTINGTON


Durbin Creek
3°24' C.R. Δ-55°19' T-883.2
3° R.R. 3° C.R. Δ-39°31' T-686.1 (Old R/W 40')
44.6'
2295+00
EQUA.
Stone Found
2300
E.C. 6652+69.7 = 6652+84.1
6650
P.T. 2304+90.0
120'
127.5'
Approx 3.5 Acres
R.R. Property Line
2310
800
800
190'
house
MARSHALL ST.
HENRY ST.
DOUGLAS ST.
P.C. 2321+85.2
2320
O.W.R.R.&N.Co.
6660
S.19°24'E.
4° C.L. Δ-43°25' T-162.9
13
P.T 2324+95.3
S 48°18'E.
40'
40'
6670
City Limits
R.R. Property Line
6673+90.2 B.C.
P.C. 2329+52.6
2330
O.W.R.R.&N.Co.
R.R. 6°03' C.L. Δ-75°04' T-727.9
Round house
BURNT
R.R. SHOPS
E.C. 6686+31.0
5°30' C.L. Δ-46°12' T-444.4
HAYES ST.
GRANT
P.T. 2337+92.6 = 2337+96.8
2340
6690
Frt Depot
JOHNSON
N.85°30'E.
ADAMS
EQUATION ST.
JEFFERSON
LINCOLN
N.84°41'E.
Depot
R.R. Property Line
6700
City Limits
BU



From Map # 28-0-19
11 = [illegible]

F-13[illegible]([illegible]) Cannon Beach-Arcadia Sec. 1[illegible]1
of the Oregon Coast Highway,
#[illegible]566 near Cannon Beach.

RECEIVED
FOR FILING

July 2nd, 1953

FINAL COST ANALYSIS

~~Cannon Beach-Arcadia~~ Section
Contract #3566

F-[illegible]

Oregon Coast Highway
Prefix 4-1057 FAP F-180(24)

Grading, Topping, Structures and Oiling
Grimstad & Vanderveldt & Heavy Hauling Co., Contractors

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	All	$57,500		$ 46,491.40	$ 57,500.00
Extra Clearing & Grubbing	20.42	Acre	1,000	$1,310	26,757.92	20,420.00
Structural Excavation	2,132.1	Cu. Yd.	4.00	3.15	6,709.67	8,528.40
Trench "	1,661.8	" "	2.00	1.12	1,868.46	3,323.60
General Excavation	433,451.6	" "	0.405	0.247	107,209.72	175,547.90
Short Overhaul	1,820,091.4	Yd. Sta.	0.02	0.017	30,950.30	36,401.83
Long "	64,790.03	C-Yd. Sta.	0.50	0.438	28,360.98	32,395.02
Rounding Cutbanks	11,714	Lin. Ft.	0.20	0.17	2,019.92	2,342.80
Finishing R/B & Slopes	3.80	Mile	500.00	547.15	2,079.17	1,900.00
6" Concrete Pipe	609	Lin. Ft.	1.00	0.94	575.11	609.00
8" " "	543	" "	1.00	1.04	562.38	543.00
12" " "	417	" "	2.00	1.75	729.36	834.00
18" " "	2,283	" "	4.00	3.01	6,880.00	9,132.00
18" Concrete Pipe, Extra Strength	1,500	" "	4.00	3.20	4,798.64	6,000.00
24" Concrete Pipe	240	" "	5.00	4.09	981.86	1,200.00
24" Concrete Pipe, Extra Strength	177	" "	6.00	5.75	1,017.29	1,062.00
36" Concrete Pipe	264	" "	10.00	9.78	2,583.04	2,640.00
6" Perf. Metal Drain Pipe, Coated	1,130	" "	1.70	1.45	1,638.50	1,921.00
3/8"-0 Backfill in Drains	80	Cu. Yd.	5.00	4.95	396.24	400.00
1½" Galvanized Water Pipe	814	Lin. Ft.	0.70	0.498	405.99	569.80
2" " " "	160	" "	1.00	0.67	106.99	160.00
3" " " "	287	" "	1.50	1.38	395.12	430.50

Unit	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
4" Galvanized Water Pipe	220	Lin. Ft.	$2.50	$2.18	$ 479.23	$ 550.00
Selected Roadbed Topping	13,537	Cu. Yd.	0.75	0.47	6,305.17	10,152.75
Hauling " "	20,456.5	Yd. Mi.	0.25	0.228	4,669.32	5,114.13
2"-0 Material in Base	7,449	Cu. Yd.	3.25	3.46	25,810.63	24,209.25
3/4"-0 Mat'l. in Base and Shoulders	2,078	" "	3.25	3.57	7,426.65	6,753.50
Sprinkling	81	M-Gal.	4.00	4.99	404.28	324.00
Preparation of Base	2.08	Mile	300.00	356.25	741.00	624.00
Furnishing & Placing RC-3 Asphalt in Binder	53.72	Ton	40.00	40.00	2,148.80	2,148.80
Furnishing & Placing Aggregate	2,648	Cu. Yd.	5.00	4.84	12,812.40	13,240.00
Furnishing & Placing 126-150 Asphalt	153.68	Ton	40.00	40.00	6,147.20	6,147.20
Furnishing & Placing RS-1 Emulsified Asphalt	20.72	"	40.00	40.00	828.80	828.80
Shoring, Cribbing Etc.	All Specified		2,000.00	3,130.80	3,130.80	2,000.00
Excavation for Structures	241.9	Cu. Yd.	5.00	4.06	982.52	1,209.50
Furnish Untreated Piling	3,200	Lin. Ft.	0.65	0.78	2,498.82	2,080.00
Drive Piles	80	Each	50.00	26.30	2,102.40	4,000.00
Class "A" Concrete	294.53	Cu. Yd.	55.00	56.45	16,626.22	16,199.15
Metal Reinforcement	73,532	Lb.	0.11	0.09	6,655.25	8,088.52
PA #1, Felling Danger Snags	239.17	Sq. Ft.	2.00	2.00	478.34	478.34
PA #2, Pit Run Rock	935	Cu. Yd.	1.50	1.50	1,402.50	1,402.50
PA #3, Cement Adjustment in Favor of State	17.4	Bbl.	4.35	4.35		- 75.69
PA #4, Reinforcing Steel	100	Lb.	0.15	0.15	15.00	15.00
Class "A" Concrete	4	Cu. Yd.	80.00	80.00	320.00	320.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #5, 10" Corr. Metal Pipe	165	Lin. Ft.	$3.30	$3.30	$ 544.50	$ 544.50
Force Account					250.13	250.13
					$376,298.02	$470,465.23

Gross Revenue	$470,465.23
Total Cost	376,298.02
Net Profit	$ 94,167.21

Net Profit Equals 20% of Gross Revenue

Cannon Beach-Arcadia
Contract #3566

Detail of Cost

Labor:

Supervision	$ 9,500.00	
Labor	97,149.77	
Labor Insurance	6,487.40	
		$113,137.17

Materials:

6" Concrete Pipe	609 lin. ft.	at $0.65	$ 395.85	
8" " "	543 " "	" 0.80	434.40	
12" " "	417 " "	" 1.15	479.55	
18" " "	2,283 " "	" 2.35	5,365.05	
18" " ", Ex. Str.	1,500 " "	" 2.65	3,975.00	
24" " "	240 " "	" 3.40	816.00	
24" " ", Ex. Str.	177 " "	" 3.80	672.60	
36" " "	264 " "	" 6.25	1,650.00	
6" Perf. Metal Drain Pipe	1,130 " "	" 1.09	1,231.70	
3/8"-0 Backfill in Drains	80 cu. yd.	" 3.50	280.00	
1½" Galv. Water Pipe	814 lin. ft.	" 0.39	317.46	
2" " " "	160 " "	" 0.52	83.20	
3" " " "	287 " "	" 1.07	307.09	
4" " " "	220 " "	" 1.76	387.20	
10" Corr. Metal Pipe	165 " "	" 1.81	298.65	
				16,693.75

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned			$122,067.08	
Gas, Oil & Grease			24,826.57	
Explosives			2,326.20	
Bond			3,132.42	
Lumber & Nails			3,036.20	
Aggregate	12,795 cu. yd.	at $2.30	29,428.50	
Pit Run Rock, Delivered Price	935 " "	" 1.50	1,402.50	
Insurance, P.L. & P.D.			1,611.21	
Office & General Overhead			14,113.95	
Small Tools & Misc. Supplies			1,380.00	
Reinforcing Steel	73,632 lbs.	at $0.076	5,596.22	
Class "A" Concrete	298.53 cu. yd.	" 18.90	5,642.22	
Piling	3,200 lin. ft.	" 0.50	1,600.00	

Paid To:

O. C. Yocom for Oiling	15,605.90	
Burgess for Work Done on Bridge	14,698.13	
		246,467.10

Total Cost	$376,298.02

Cannon Beach-Arcadia
Contract #3566

Remarks:

This was a "Federal Aid Project" for construction of 2.38 miles of main highway roadbed and connections on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County.

The project was bid and awarded August 20th, 1951; work was started August 23rd, 1951, and completed November 8th, 1952.

Clearing consisted of large old growth stumps, alder and second growth fir and heavy underbrush. From one to three D-7 cats with clearing dozers, one to two D-8 cats with clearing dozer, 3/4 cu. yd. P & H shovel and 1/2 cu. yd. Northwest were used to pile brush and debris; two power saws and from four to twelve men worked four months. Extra clearing over slide area was very difficult due to rugged terrain and unstable material.

Structural excavation and the laying of the pipe were handled by a 3/4 cu. yd. shovel and pipe crew of four men. Pipe bid prices were high throughout, but progress was slow due to unstable foundation material, resulting in a reasonable profit on both the concrete and metal pipe.

Grading on the project entailed the moving of approximately 433,000 cu. yds. of general excavation and was the major part of the project. Scraper equipment was used to move general excavation. No rock was encountered as anticipated. Personal supervision and good production resulted in an excellent profit.

Equipment used by the contractor consisted of two tournapulls - 15 cu. yd. capacity, two DW-21's - 18 cu. yd. capacity, four D-7's and dozers, three D-8's and dozers, two D-8's and carryalls, #12 Caterpillar patrol, two rollers, two pickups, six 6 cu. yd. dump trucks, 3/4 cu. yd. Northwest shovel, grease and service truck, D-2 cat and dozer, two power saws and various small tools.

The Warren Overpass structure at Station 328+55 was built by Burgess, a local contractor. Prime contractor furnished all materials. Adverse weather conditions retarded the progress.

O. C. Yocom was subcontractor on the oiling operation at bid prices. Excellent weather combined with fine supervision permitted a good profit.

The project was well handled, with the contractor personally supervising the project. Equipment was mostly new and kept in good repair. Bid prices were good, and there was a large overrun due to a large slide after the grade was practically completed. The excellent haul road made slide removal profitable. The absence of solid on the job and no drilling and shooting resulted in a good profit to the contractor.

E. H. Clymer
Chief Cost Analyst

By . . Harry R. Sturgis

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JUN 1 - 1953
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F-180 (24)

3566
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 28, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3566	18-final	C. H. Grimstad & T. Vanderveldt & Koppisch Constr. Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9708	R-67414	14,157.02	May 28, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: to Nov. 8, 1952 without penalty

Completion Date: Nov. 8, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-1-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

a.m.Wahlander

[illegible]

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MAY 22 1953
FOR FILING

F-1[illegible]/54

3566

May 21, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3566 for work performed on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County was completed by the contractor, C. H. Grimstad & T. Vandervelet & Koppisch Construction Co., Inc., on November 8, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $14,157.02 will be released to the contractor on or after June 1, 1953. The total contract amount is $470,465.23, of which amount $250.13 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

5-21-53

RECEIVED
APR 15 1953
FOR FILING

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Files

April 14, 1953

Heavy Hauling Co.
P. O. Box 327
Astoria, Oregon

Gentlemen:

Reference is made to your telephone call to our Accounting Division this morning regarding date of final payment on Contract No. 3566, Cannon Beach-Arcadia Section.

Checking of final quantities is now in progress. We expect to be able to forward final estimate and final voucher to you about April 22.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
FEB 1953
FOR FILING

February 16, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C.H. Grimstad & T. Vanderveldt & Koppisch Construction Co.,Inc. in connection with contract No. 3566, for structure, grading and surfacing on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County.

This payment, in the amount of $20,276.15, will be released to the contractor on or after February 26, 1953. The retained percentage is 14,112.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
2-16-53

RECEIVED
[illegible] 1953
FOR FILING

[illegible]

[illegible]

January 14, 1953

Grimstad & Vanderveldt and
Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 45 days, from September 30 to November 14, 1952, within which to complete your contract No. 3566 for grading, surfacing and structure on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request to November 8, 1952, the actual completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

J. H. Scott,
Resident Engineer

H. O. Smith,
Construction Engineer

Form E-1—[illegible]—11-51

F [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9th, 19 53

Section Cannon Beach-Arcadia

Kind of work clearing- grading-surfacing- bridges

Highway Oregon Coast

Section prefix 4-1057 F 180(24)

Contractor Grimstad & Vandervelt and Heavy Hauling Co

Contract number 3566

Date of contract August 20th, 19 51

Date of completion September 30th, 19 52

Date work started August 23rd, 19 51

Estimated date of completion Nov 15th, 19 52

Amount of contract . . . . $ 417,856.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $453,170.52

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 27100.00, 6.5 %

Date project was completed ~~100~~x Nov 8th, 19 52

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

By Monday night, semi final estimate will be compiled and then a day on assembling various data. Final profile should be completed by Wednesday night.

Part of party have been running levels etc on the Astoria -Seaside survey while the rest have been on this estimate. Two days this week too stormy and dangerous for field work as part of it would be in timber.

Will use part of party one day next week staking right of way at MP 33.7 on the Nehalem Secondary and road approaches to be built by state force order.

Will then check up on R/W monuments on Cannon Beach-Arcadia Section. These were all set but some have been knocked out. White posts on most of them are to set yet. White posts set on construction make it easier for cat skinners to find monuments to knock them out.

NOTED
FORREST COOPER

RECEIVED
JAN 12 '53
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed J. H. Scott J Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53382

RECEIVED
JAN 2 1952
FOR FILING

F-1326-21

[illegible]

December 31, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

Please be advised the State Highway Commission will release to C.H.Grimstad & T. Vanderveldt, assigned to Koppisch Construction Co.,Inc., a portion of the funds heretofore retained by the Commission in connection with contract No. 3566, covering the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County.

This payment, in the amount of $16,722.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,485.53. The present payment will be released to the contractor on or after January 10,1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

[illegible]
12-31-52 gl

CEIVED
DEC 22 1952
FOR FILING

December 19, 1952

Request for extension of time
No. 15
January 6, 1953 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Grimstad & Vandervelt and Heavy Hauling Company for an extension of time on Contract No. 3566, Cannon Beach - Arcadia Section of the Oregon Coast Highway, from September 30, 1952 to November 14, 1952.

One large slide and several small slides on this section involved the moving of considerable additional material and some extra clearing. The debris from the clearing could not be burned during the summer months because of extreme fire hazard, and the excess material necessary to be moved slowed the contractor to a considerable extent.

This project was actually completed on November 8, 1952 and I recommend the extension to that date without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS lg

RECEIVED
DEC [illegible] 1952
FOR FILING

F-180 (24)

[illegible]

December 16, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

On September 26th, we requested your concurrence in an extension of time on Contract No. 3566, Cannon Beach-Arcadia Section of the Oregon Coast Highway, Ore. F-180 (24), from September 30th, 1952, to October 30th, 1952, to Grimstad & Vandervelt and Heavy Hauling Company, Contractors.

Because of the uncertainty of the actual completion date on this project, you withheld concurrence pending official notification on the completion of the job. This project was actually completed on November 8th, 1952, and I recommend the extension without penalty to that date, based on the reasons given in our letter of September 26th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
NOV 24 1952
FOR FILING

F-180(24)

3566

R

November 20, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 8, 1952 on Contract No. 3566, Cannon Beach-Arcadia Section, in connection with Federal Aid Project No. F-180 (24).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
SEP 30 1952
FOR FILING

September 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3566, Cannon Beach - Arcadia Section of the Oregon Coast Highway, Ore. F-180 (24), from September 30th, 1952 to October 30th, 1952, to Grinstad & Vandervelt and Heavy Hauling Company, contractor.

One large slide and several small slides on this section involved the moving of considerable additional material and some extra clearing. The debris from the clearing could not be burned during the summer months because of fire hazard, and the excess material necessary to be moved slowed the contractor to a considerable extent.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
AUG [illegible] 1952
FOR FILING

Salem, Oregon
July 18, 1952

C. H. Maison

I hand you herewith two certified copies of an assignment given by Heavy Hauling Company to Koppisch Construction Company, Inc., an Oregon Corporation, whereby the Heavy Hauling Company assigns to the Koppisch Construction Company all its rights, title and interest to three State Highway Contracts No. 3566, 3607, and 3657. This matter, you will recall, was on the Agenda for consideration by the Highway Commission at its meeting last week and was unanimously approved by the Commission at that time. One of the certified copies is for your records and files and the other is for transmittal to the Secretary of State.

I also hand you herewith, in duplicate, consent to the assignments by the Glens Falls Indemnity Company, surety on the bond furnished by Heavy Hauling Company in connection with each of these jobs, and you will note that in connection with Contract No. 3566 such consent also bears the approval of C. H. Grinstad and T. Vanderveldt, co-partners, who were joint adventures in this particular contract. Future payments in connection with each of the contracts should be made in conformity with the provisions of the assignment.

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: F. Query

Mr. Query:

I attach the original of the above mentioned assignment which should be filed in one of the three contracts concerned, with a copy of it in each of the other two contracts. I also attach the original of the consent of the surety. There are three of them, one for each job.

(over)

Each consent should be filed with its respective contract. The entire transaction should, of course, be recorded on Mrs. Lewis's cards.

HBGlaisyer

July 18, 1952

Hickson, Dent and Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon

Attn: Mr. Seymour L. Coblens

COPY

Gentlemen:

You have been in correspondence with Mr. J. W. DeSouza, Assistant Counsel for the State Highway Commission, regarding the assignment of Highway Contracts awarded to Heavy Hauling Company by the State Highway Commission to Koppisch Construction Company, Inc., an Oregon Corporation. The written assignment as proposed was handed to me by Mr. DeSouza to secure the Highway Commission's consent thereto.

I presented the matter to the Highway Commission at its meeting last week and I am pleased to inform you that the Commission approved the assignment without dissenting vote. I am now handing a copy of the assignment to the Highway Commission's Chief Auditor for his information and guidance in the preparation of future vouchers in connection with the several contracts in which the Heavy Hauling Company was concerned, being State Highway Contracts No. 3566, 3607, and 3657, and I am asking him to prepare future estimate payments in conformity therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

CC: Koppisch Construction Co.
Astoria, Oregon
C. H. Maison
J. W. DeSouza
F. Query

RECEIVED

[illegible]

F-180(24)

3566

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1952

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer
Office

Dear Sir:

The subcontract between Grimsted and Vanderveldt and Heavy Hauling Company, and the O. C. Yocom Company, covering Items 29 to 33 inclusive, on Contract No. 3566, Cannon Beach - Arcadia Section of the Oregon Coast Highway, Ore. F-180 (24), is approved, and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

Encls.

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1952

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Assignment of Contracts
Nos. 3607, 3657 and 3566
A. F. & Ella M. Kopposch to
Koppisch Construction Co., Inc.

Dear Mr. Glaisyer:

Herewith I hand you original copy of letter from Mr. Coblens with reference to assignment of Contracts Nos. 3607, 3657 and 3566 from A. F. Koppisch and Ella M. Koppisch, doing business as Heavy Hauling Company. to Koppisch Construction Co., Inc.

The form of assignment bears the approval of C. H. Grimstad and T. Vanderveldt with reference to Contract No. 3566. The consent of Glens Falls Indemnity Company to the assignment of each of the contracts is attached.

Mr. Coblens' letter states that the assignment is effective as of June 1, 1952, so I believe that it would be desirable if the approval of the State Highway Commission to the assignments be secured as soon as possible and the Accounting Division be advised regarding payments.

You will note that the assignment and forms of consent of the surety have been approved by Mr. Enfield.

Very truly yours,

J. W. DeSouza (signed
J. W. DeSouza
Assistant Counsel.

JWD:mb
Encs. 5
cc: Hickson, Dent and Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon
Att: Mr. Coblens

Letter To Coblenz
Date 7/18

of June 1, 1952 Ko[illegible]d Cons Co.

Assets

		$	
1a.	100%	11.00	
2b.	nil	0.00	
5.	100%	16,255.00	
7.	100%	102.00	
8a.	50%	17,716.00	
8b.	10%	3,500.00	
10b.	100%	1,125.00	
11.	50%	83,176.00	
13.	50%	21,724.00	
			$ 143,598.00

Liabilities

		$	
1c.	due prior to June 1, 1952	39,025.00	
1d.	" " " " "	0.00	
2a.	due 1952	30,000.00	
4.	disagreed	0.00	
6b.	"	0.00	
			$ 69,025.00

$ 74,573.00

5

$ 372,865.00

$ 370,000

Hickson, Dent & Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon

May 29, 1952

COPY

State Highway Commission
Salem, Oregon

Attn: Mr. J. W. DeSouza
Re: Contracts Nos. 3566 2607, 3547
A. F. & Ella M. Koppisch

Gentlemen:

Enclosed herewith please find the following documents:

(1) Original Assignment of the rights of the above named with respect to the above contracts to Kopposch Construction Co. Inc. an Oregon Corporation, which said assignment contains the consent of C. H. Grimstad and T. Vanderveldt, coadventurers under Contract No. 3566.

(2) Consent of surety to above mentioned Assignment with reference to Contract No. 3607

(3) Consent of surety with respect to above mentioned Assignment with respect to contract No. 3657
(4) Consent of surety with respect to above mentioned Assignment with reference to contract No. 3566 upon which consent is endorsed the consent of C. H. Grimstad and T. Vanderveldt as coadventurers.

You will note that this Assignment is dated as of June 1, 1952 and it is our intent that the assignment shall take effect as of that date.

A prequalification statement on behalf of Koppisch Construction Co. Inc. showing the financial condition of said company as of June 1, 1952 will be forwarded as soon thereafter as possible and will be in your hands very shortly.

If any questions arise with respect to this matter will you please call this office immediately.

Very truly yours,
HICKSON, DENT AND COBLENS
SIGNED— S. L. Coblens

Encls.
SLC/cst

April 29, 1952

Hickson, Dent & Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon

Re: Koppisch Construction Co., Inc.
Contracts No. 3607, 3657, 3566

Attention: Mr. S. L. Coblens

Dear Mr. Coblens:

In accordance with our telephone conversation this morning, I am returning to you herewith form of consent of Glens Falls Indemnity Company to substitution of principals in the three contracts in which Heavy Hauling Company is interested.

After discussion in this office it has been felt that there should be a separate substitution on each contract, and I am enclosing herewith three copies of acceptable form with respect to each substitution. You will note that with respect to Contract No. 3566 there is a form of approval of the substitution by C. H. Grimstad and T. Vanderveldt, copartners.

In order to secure the approval of the State Highway Commission we also should be supplied with a copy of the form of assignment between Heavy Hauling Company and Koppish Construction Co., Inc., which assignment should be approved by C. H. Grimstad and T. Vanderveldt insofar as it applies to Contract No. 3566.

We also should be supplied with a certified financial statement showing the assets and liabilities of Koppish Construction Co., Inc. as they will exist conditioned upon the approval of the State Highway Commission of the assignment of the contracts in question.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb

Enc. 10

Hickson, Dent and Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon
Boradway 0511

April 28, 1952

C O P Y

Oregon State Highway Commission
Salem, Oregon

Attn: MrDesouza
Re: A. F. Koppisch and Ella M. Koppisch, dba Heavy Hauling Co. Contracts #3607, 3657, and Cannon Beach, Clatsop County Grading and Surfacing

Gentlemen:

Enclosed herewith please find the Consent of the Glen Falls Indemnity Co., to the substitution of Kopposch Construction Co. Inc., as contractor under the above designated contracts with the State Highway Commission.

It would be appreciated if you woulf advise whether on the basis of this consent of the surety you will consent to the assignment of the interest of the above named contractors to Koppisch Construction Co. Inc. Upon receipt of you consent we will have the proper documents executed by the parties and forward copies thereof to your office for your file.

If there is any question about this matter will you please communicate with this office by telephone.

Yours very truly

HICKSON, DENT AND COBLENS
Signed
Seymour L. Coblens.

Encl.
SLC/cst

COPY

ASSIGNMENT

THIS AGREEMENT, Dated this 1st day of June, 1952, by and between A. F. Koppisch and Ella M. Koppisch. doing business as Heavy Hauling Co. hereinafter called assignors, and Koppisch Construction Co. Inc., an Oregon corporation, hereinafter called assignee,

WITNESSETH:

Whereas the assignors are parties to contracts with the Oregon State Highway Commission relating to certain State highway construction work which said contracts are more particularly designated as follows:

(See Schedule "A" attached hereto)

Whereas, the assignors desire to assign all the benefits of said contracts to the assignee and the assignee desires to receive said benefits and for a valuable consideration agrees to become obligated with respect to the unfinished portion of said contracts.

NOW, THEREFORE, the parties hereto covenant and agree as follows:

(1) The assignors hereby assigns, sets over and transfers to assignee all of the rights of said assignors with respect to contracts above described and the assignors further assign to the assignee any and all sums of money due under said contracts now or which may be come due thereunder in the future and hereby directs and authorizes the said State Highway Commission to pay all said sums directly to the assignee.

(2) The assignee hereby agrees to assume any and all obligations of whatsoever nature and kind accruing pursuant to said contracts and agrees

COPY

COPY

to make all payments to all materialmen, laborers, subcontractors and other persons who may have performed labor or supplied materials in connection with said contracts and who have not yet been paid.

(3) The assignee further agrees that it shall be bound to the State Highway Commission and shall be obligated thereto to the same extent and in the same manner as if it had been the original contractor with the Oregon State Highway Commission.

(4) The parties hereto agree to execute any and all further documents that may be necessary to effectuate the purposes hereinabove set forth.

IN WITNESS WHEREOF, the assignors have hereunto set their hands and seals as of the day and year first hereinabove written, and the assignee has caused this instrument to be executed on its behalf by one of its duly authorized officers and to have its corporate seal hereto affixed pursuant to authority of the Board of Directors of said assignee as of the day and year first above written.

A. F. Koppisch (SEAL)
Ella M. Koppisch (SEAL)
KOPPOSCH CONSTRUCTION CO. INC.
By A. F. Koppisch
President

WE HEREBY CONSENT to this Assignment insofar as it effects Contract No. 3566.

C. H. Grimstad
C. H. Grimstad

T. Vanderveldt
T. Vanderveldt

Approved as to form
and legality

C. W. Enfield, Chief Counsel

COPY

C OPY

Schedule "A"

State Highway Contract No. 3566, awarded August 20, 1951 covering structure , grading and Bituminous macadam surfacing of the Cannon Beach-Arcadia Section of the Oregon Coast Highway, in Clatsop County, Oregon.

State Highway Contract No. 3607, awarded December 7, 1951 covering the grading and paving of the Bay City-Tillamook Section of the Oregon Coast Highway, in Tillamook County, Oregon

State Highway Contract 2657, awarded March 13, 1952, covering the grading and oil mat surfacing of the N. Unit, Princeton-Follyfarm Section, Diamond Valley and Rome-Princeton Highway in Harney County, Oregon.

COPY

COPY

CONSENT OF SURETY

Consent of surety is hereby given to the substitution of KOPPISCH CONSTRUCTION CO., INC., as constrctor under State Highway Contract No. 3566, awarded August 20, 1951, covering structure, grading and Bituminous macadam surfacing of the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County, and surety agrees that its bond accompanying and covering said contract in the amount of Four Hundred Seventeen Thousand Six Hundred Fifty-six and no/100 ($417,656.00) Dollars, shall remain in full force and effect with such substitution of parties having been made.

Dated at Portland, Oregon, this 29th day of May, 1952.

GLENS FALLS INDEMNITY COMPANY
of Glens Falls, New York

By Allyn R. Hunter,
Allyn R. Hunter, Attorney

COUNTERSIGNED:

By Allyn R. Hunter
ROGERS INSURANCE AGENCY, INC.
Resident Agents Oregon

Consent to the above substitution is hereby given this 29th day of May, 1952

C. H. GRIMSTAD & T. VANDERVELDT,
Copartners

/s/ C. H. Grimstad

/s/ T. Vanderveldt

Joint Adventurers in the above designated Contract.

Approved as to form
and legality

C. W. Enfield, Chief Counsel

CONSENT OF SURETY

Consent of surety is hereby given to the substitution of KOPPISCH CONSTRUCTION CO., INC., as contractor under State Highway Contract No. 3566, awarded August 20, 1951, covering structure, grading and Bituminous macadam surfacing of the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County, and surety agrees that its bond accompanying and covering said contract in the amount of Four Hundred Seventeen Thousand Six Hundred Fifty-six and no/100 ($417,656.00) Dollars, shall remain in full force and effect with such substitution of parties having been made.

Dated at Portland, Oregon, this ____day of ____________, 1952.

GLENS FALLS INDEMNITY COMPANY
of Glens Falls, New York

By ______________________________
Allyn R. Hunter, Attorney

COUNTERSIGNED:

By ______________________________
ROGERS INSURANCE AGENCY, INC.
Resident Agents Oregon

Consent to the above substitution is hereby given this _____ day of ______________, 1952.

C. H. GRIMSTAD & T. VANDERVELDT, Copartners

____

____

Joint Adventurers in the above designated Contract.

RECEIVED
MAY 12 1952
FOR FILING

May 2, 1952

Mr. A. H. Frael
Right of Way Engineer
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

This is your authority to bill the State Highway Commission for an estimated amount of $2,293,64 plus the cost of moving Pole #1 which we feel should also be moved on the Cannon Beach-Arcadia Section of the Oregon Coast Highway.

I suggest that you discuss the movement of Pole #1 with Mr. J. H. Scott, Resident Engineer, Nehalem, before starting the work. I am attaching a copy of Mr. Scott's letter, but I would prefer you discuss it with him on the ground before definitely deciding as to the necessity for the movement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar lg

cc Mr. H. G. Smith
Mr. J. D. Walker
Mr. J. H. Scott

FORM E-30 25M 1-52 55419

C
O
P
Y

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Nehalem, Oregon
April 24th, 1952

SUBJECT:

To:
Mr. J. D. Walker
Division Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In reference to your letter of April 17th, which is a copy of a letter written by Mr. H. G. Smith, Construction Engineer, in which he states that the Pacific Power & Light Company have requested pay for moving certain poles of their transmission line which interfere with construction of the Cannon Beach-Arcadia Section of the Oregon Coast Highway.

Their poles were placed on property leased from the owners when the line was built some years ago. Please refer to my letter of January 21st, 1952. The Right of Way Dept. has in its files data on this in their title search.

In addition to the poles listed to be moved, since we have completed cross sections and made a study of the road connections at stations 366-370, we find that the pole at station 366+50 should be moved.

It is quite a problem as the grade is so much higher on the new highway than on the old between stations 369-372. The old road has to be kept open for residents along Maher Street and West Way. To do this, we will have to start from grade on the new highway at station 369 and connect with the existing highway on a small summit at about station 366+50 or 367. This will take care of the two street connections and also provide a reasonably good connection during construction and for the year or so that all traffic on Hwy. #101 will have to use the connection. This pole would be right in the middle of the connection. From their map, I assume that they intended to replace or renew the pole. If they have given you an estimate of their charge for moving the poles on this section, this will probably add to it.

In regard to the connection, it will have to be made for use as a two way highway as all highway traffic will have to use it for a year or more. Later when traffic is established on the new highway, this connection can be made into a one way connection. That is, South bound traffic may enter the highway here but North bound traffic will have to go to the Warren Overpass. Probably we should sign this connection as "Temporary Highway Connection" before we start to use it.

Print referred to in your letter of April 17th, being returned herewith, this being 1" = 400' map made up by Pacific Power & Light Co.

Yours truly,

J. H. Scott

ASS MENT

April 16, 1952

No. 3316
By [illegible]

Description: Letter of April 14 by A. H. Prael, Right of Way Agent for the Pacific Power & Light Company, Portland, concerning relocation of section of their distribution line on US101 between Cannon Beach and Arch Cape.

Acknowledged by _____ Referred to __ Smith ✓ ________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx/ Return with rough draft of reply
Please prepare for ____________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5-2-52 Report received ________

Remarks:

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

April 14, 1952

Oregon State Highway Commission
Salem
Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attention: Mr. W. C. Williams
First Assistant State Highway Engineer

Gentlemen:

This concerns the relocation of a section of our distribution line on U. S. Highway No. 101 between Cannon Beach and Arch Cape. Said section of pole line is situated in the SW$\frac{1}{4}$ of Section 6 and the NW$\frac{1}{4}$ of Section 7, all in Township 4 North, Range 10 West, W. M., Clatsop County. The relocation of this line, to conform to the new highway right-of-way, was requested by Mr. J. H. Scott, Resident Engineer for the Oregon State Highway Commission. As this pole line is located on private property, we feel that Pacific Power & Light Company should be reimbursed for the cost of its relocation.

The work to be done is as follows:

NOTED
W. C. WILLIAMS

1. Remove 8 poles, 9 crossarms, 5 anchors, 5 down guys, 567 pounds of conductor, insulators, and miscellaneous hardware.

2. Install 7-40-foot poles, 3-45-foot poles, 10 anchors, 10 down guys, 1 span guy, 13 crossarms, 630 pounds of conductor, insulators, and miscellaneous hardware.

On the enclosed maps, the 8 poles to be removed are indicated by a green circle and the 10 new poles to be installed are indicated by a red circle.

Charges will be made for the construction of the new pole line and removing the existing facilities. Credit will be given for the "life used" and for the depreciated salvage value of the material removed. A sheet showing the estimated net charge of $2,293.64 is attached.

If this estimate meets with your approval, will you kindly send us a letter authorizing Pacific Power & Light Company to bill the State Highway Commission in the amount of $2,293.64 for relocating said distribution line?

Very truly yours,

AHPrael

A. H. Prael
Right of Way Agent

RECEIVED

COST TO OREGON STATE
HIGHWAY COMMISSION FOR
RELOCATING ELECTRIC DISTRIBUTION FACILITIES
CANNON BEACH - ARCH CAPE
SECTION

CHARGES:

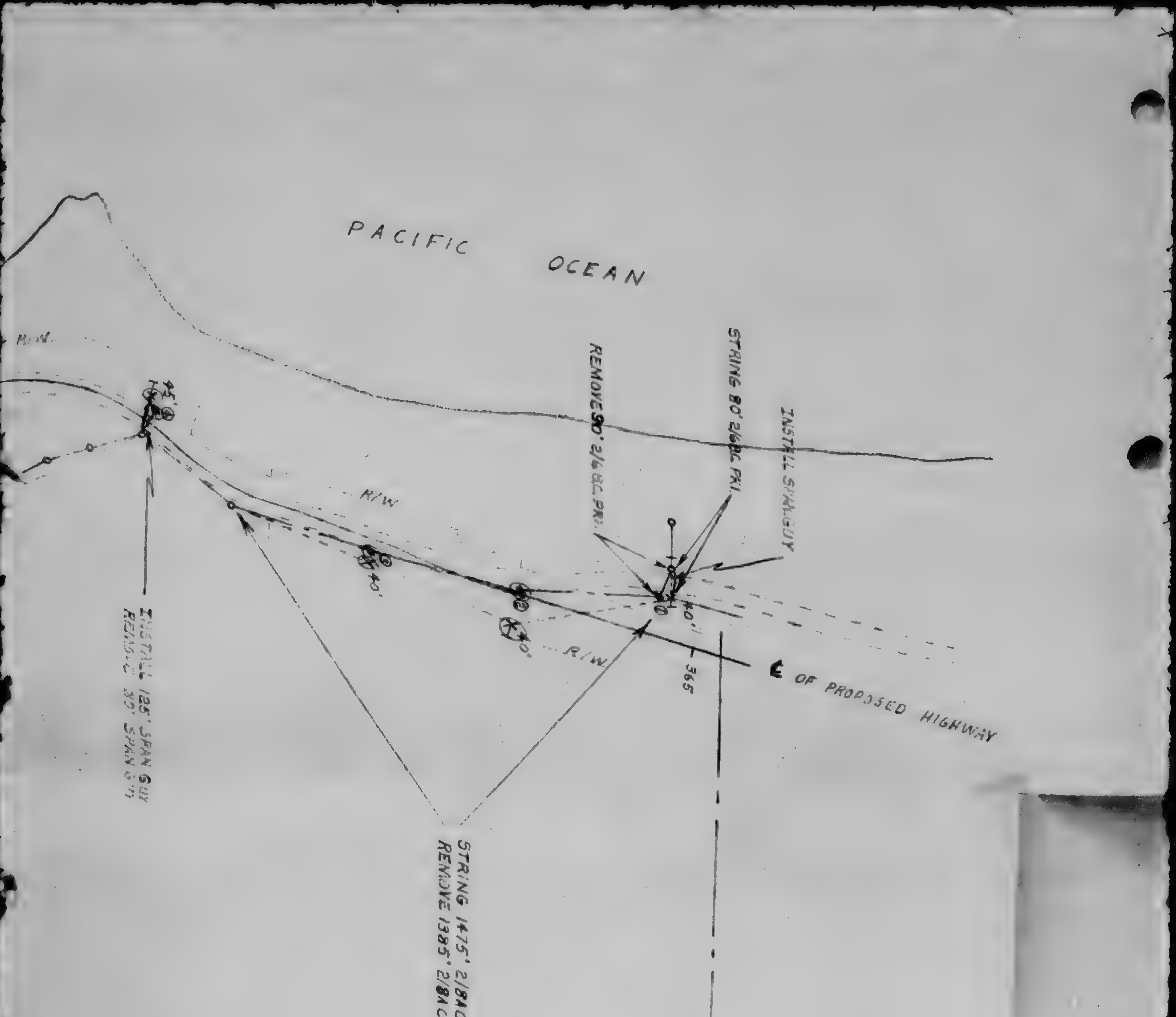
New Pole Line	$2,293.77	
Remove Facilities	697.84	
Total Charges		$2,991.61

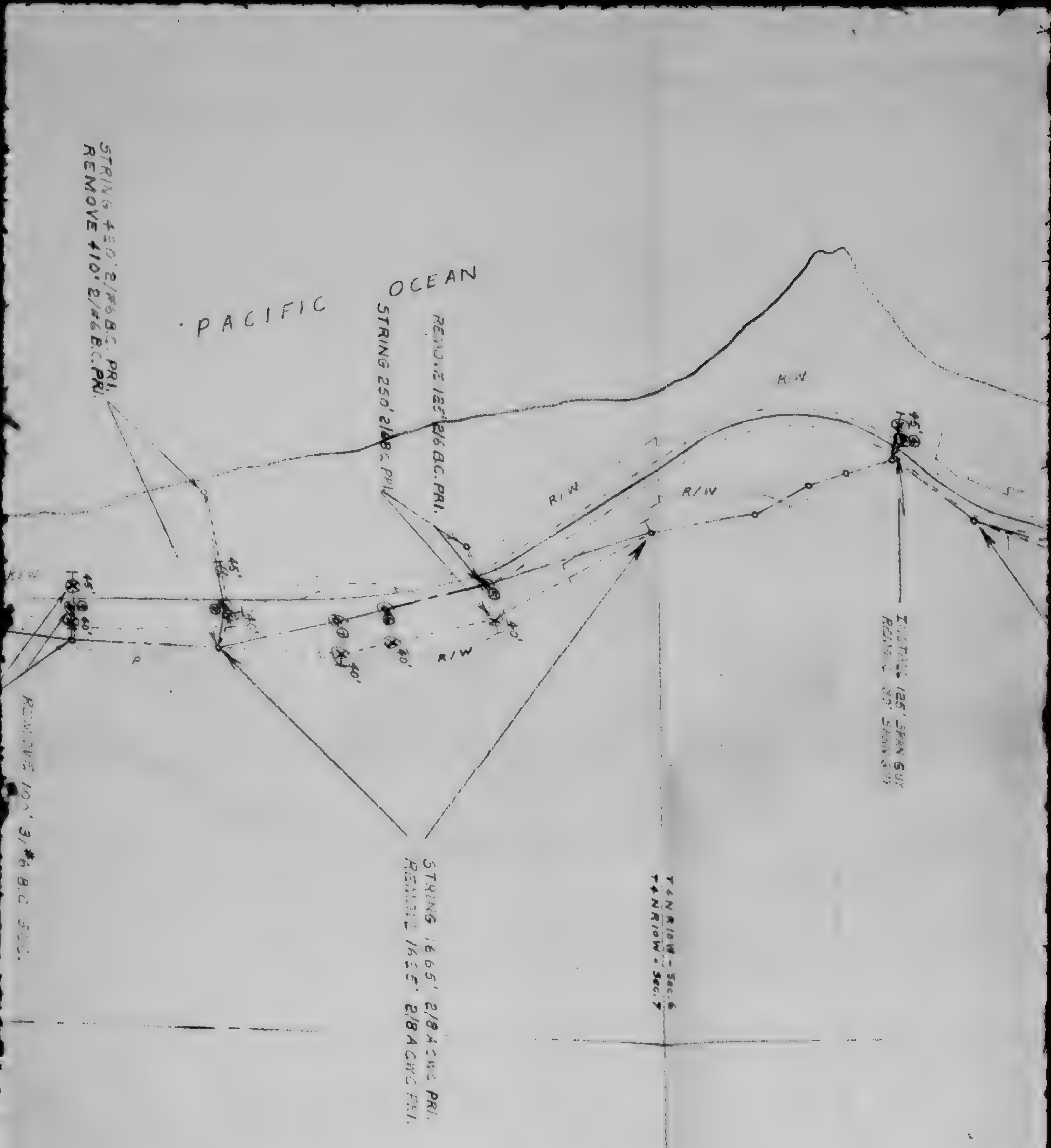
CREDITS:

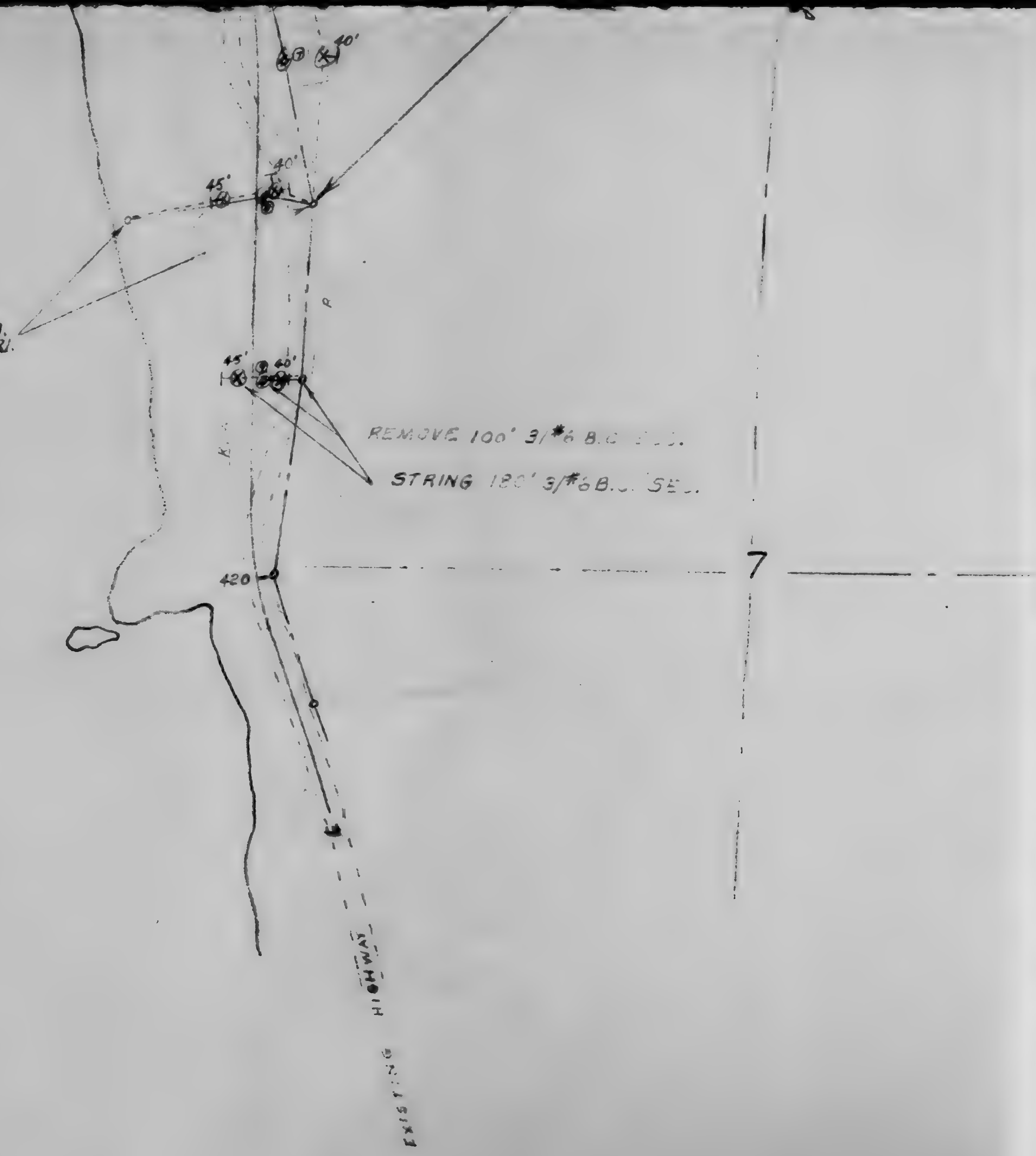
Life Used - in place	$ 359.02	
Salvage - Depreciated Material Value	338.95	
Total Credits		$ 697.97

NET CHARGES	$2,293.64

AJS:wg
April 10, 1952


PACIFIC OCEAN
R/W
R/W
R/W
45'
40'
40'
40'
365
REMOVE 80' 2/6 BC PRI.
STRING 80' 2/6 BC PRI.
INSTALL SPAN GUY
℄ OF PROPOSED HIGHWAY
INSTALL 125' SPAN GUY
REMOVE 85' SPAN GUY
STRING 1475' 2/8 ACWC PRI.
REMOVE 1385' 2/8 ACWC PRI.
6
N


PACIFIC OCEAN
STRING 420' 2/#6 B.C. PRI.
REMOVE 410' 2/#6 B.C. PRI.
STRING 250' 2/#6 B.C. PRI.
REMOVE 125' 2/6 B.C. PRI.
R/W
R/W
R/W
R/W
R/W
45'
40'
INSTALL 125' SPAN GUY
REMOVE 125' SPAN GUY
REMOVE 100' 3/#6 B.C. SEC.
STRING 1665' 2/8 A CWC PRI.
REMOVE 1625' 2/8 A CWC PRI.
T4N R10W - Sec. 6
T4N R10W - Sec. 7



STRING 420' 2/#6 B.C. PRI.
REMOVE 410' 2/#6 B.C. PRI.

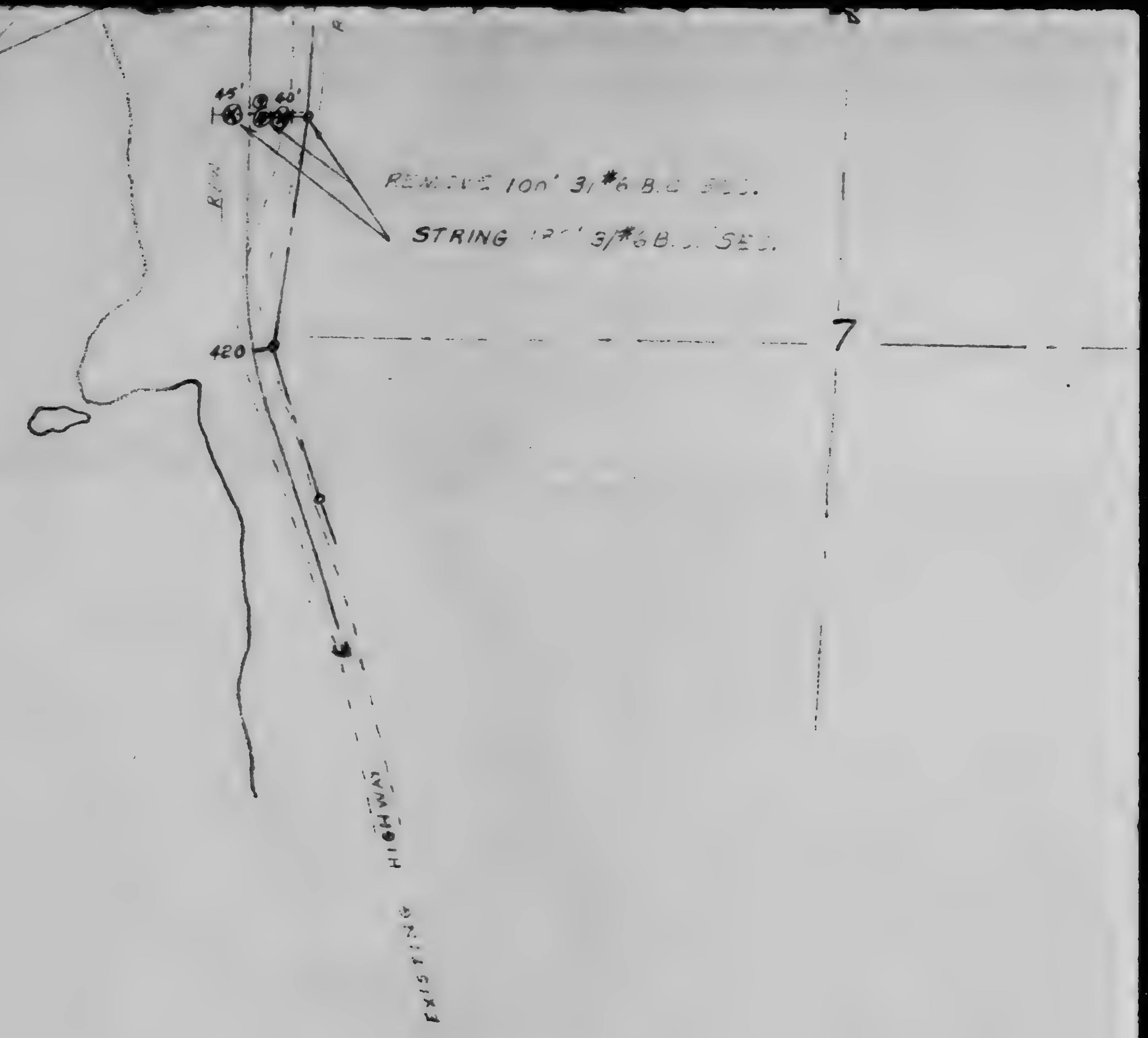
REMOVE 100' 3/#6 B.C. SEC.

STRING 180' 3/#6 B.C. SEC.

RELOCATE POLES ALONG
U.S HIGHWAY # 101

E.R. FILE # 3004

CLATSOP DISTRICT
cannon beach
T. 4 N. R 10 W. Sec 6-7
SCALE - 1" - 420' 4-8-52


STRING 420' 2/#6 B.C. PRI.
REMOVE 410' 2/#6 B.C. PRI.
45'
40'
R/W
REMOVE 100' 3/#6 B.C. SEC.
STRING 120' 3/#6 B.C. SEC.
420'
7
EXISTING HIGHWAY

RELOCATE POLES ALONG
U.S. HIGHWAY # 101

E.R. FILE # 3004

CLATSOP DISTRICT
cannon beach
T. 4 N. R 10 W. Sec 6-7
SCALE - 1" - 400' 4-3-52
J.D.S.

Poles to be removed: ⊕
Poles to be installed: ⊗

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 10th, 1952

SUBJECT:

To: Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Attached is a copy of a letter received from the Chief, Engineering Division, United States Coast Guard, relative to adjustments in their line along the Coast.

Will you kindly keep this in mind and notify and furnish maps to the Commander of the Coast Guard at the same time we nofity the other wire services whenever projects are to be started.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: W. C. Williams ✓

ASSIGNMENT

No. 31
By

January 10, 1952

Description: **M. C. Jones' letter of January 8 (US Coast Guard) regarding work of C. H. Grimstad and T. Vanderveldt Heavy Hauling Company on Cannon Beach-Arcadia area which will be delayed unless relocation of telephone line is effected at early date**

Acknowledged by _____ Referred to __ Smith ________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 1-10-52 Report received ______

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

8 January, 1952
N1-1

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

The C. H. Grimstad and T. Vanderveldt Heavy Hauling Company, Astoria, Oregon has advised this office by letter, dated January 2, 1952, that work being performed by that company in the Cannon Beach-Arcadia area under Oregon State Highway Contract No. 3566 will be delayed unless relocation of certain sections of Coast Guard telephone line is effected at the earliest possible date.

The Coast Guard will comply with the request of the contractor to the fullest extent possible on such short notice. However, it would be possible to plan and execute these projects more promptly and efficiently if this office were advised in advance of the desired changes. While a certain amount of project data has been supplied to the Coast Guard telephone maintenance unit in the area by your Nehalem Field Engineer, work may not be started without prior authority from the District Commander.

Therefore, it is requested that future projects involving relocation of Coast Guard telephone lines be referred to this office in order that the work may be scheduled in advance and coordinated with that of the contractor.

By direction of the District Commander.

Very truly yours,

MC Jones
M. C. JONES
Captain, USCG
Chief, Engineering Division

W. C. WILL

Form PR 2 (Revised 1946)

F 180 11

CPR

State Oregon

Project No. F-180(24)

File

Federal Aid

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of March, 1951, a program, which was approved on the 10th day of April, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of June, 1951, and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred thirty-five thousand and 00/100 dollars ($235,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 200+00 in the NW 1/4, Section 20, T-5-N, R-10-W, W.M.,
and survey station 414+60 in the NW 1/4, Section 7, T-4-N, R-10-W,
W.M., except stations 226+55 to 228#11 and 270+94 to 288+00

, length 3.713 miles, in Clatsop County,

being Oregon Federal Aid project No. F-180(24), consisting 3.692 miles of

roadway and one brid[illegible]ch of more than 20 feet clear span, 0.019 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws (Include date and citation of 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 200+00 in the NW 1/4, Section 20, T-5-N, R-10-W, W.M., and survey station 414+60 in the NW 1/4, Section 7, T-4-N, R-10-W, W.M., except stations 226+55 to 228+11 and 270+94 to 288+00

, length 3.713 miles, in Clatsop County, being Oregon Federal Aid project No. F-180(24), consisting 3.692 miles of roadway and one brid[illegible]ch of more than 20 feet clear span, 0.019 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred thirty-five thousand and 00/100 dollars ($235,000.00), which does not exceed the authorized Federal pro rata share of four hundred forty-six thousand nine hundred fifty-six and 95/100 dollars ($446,956.95), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

By

Chairman, State Highway Commission
(Title of officer)

By Reynolds

Member, State Highway Commission
(Title of officer)

By McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-2

RECEIVED
OCT 26 1951
FOR FILING

October 17, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Cannon Beach-Arcadia Section, Project No. F-180 (24).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

Encl.

Oregon State Highway Department　　　Federal Aid Project No. F-180 (24)

CANNON BEACH-ARCADIA SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 11, 1951

Type Code 5251
Roadway (Sta. 200+00 to 270+94)

5,100	cu. yds.	2" - 0 Material in Base	$ 3.25	$ 16,575.00
2,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	7,800.00
170	M-gal.	Sprinkling	4.00	680.00
1.79	miles	Preparation of Base	300.00	537.00
37	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	1,480.00
2,440	cu. yds.	Furnishing and Placing Aggregates	5.00	12,200.00
150	tons	Furnishing and Placing 120-150 Asphalt	40.00	6,000.00
27	tons	Furnishing and Placing RS-1 Asphalt	40.00	1,080.00
			Subtotal	$ 46,352.00
			10% Engr. & Cont.	4,635.20
			Total	$ 50,987.20

Length of Roadway	1.314 miles
Length of Bridge (Exception)	.030 mile
Total Length	1.344 miles
Cost per mile, Roadway	$38,803.04

Type Code 0010
Roadway (Sta. 288+00 to 371+00)(Sta. 407+00 to 414+60)

All Required		Clearing and Grubbing (70%)		$ 40,250.00
12	acres	Extra Clearing and Grubbing	$1,000.00	12,000.00
1,320	cu. yds.	Structural Excavation, Unclassified	4.00	5,280.00
390	cu. yds.	Trench Excavation, Unclassified	2.00	780.00
177,700	cu. yds.	General Excavation, Unclassified	0.405	71,968.50
1,329,500	yd. stas.	Short Overhaul	0.02	26,590.00
52,000	C-yd. stas.	Long Overhaul	0.50	26,000.00
3,700	lin. ft.	Rounding Cutbanks	0.20	740.00

1.70	miles	Finishing Roadbed and Slopes	$ 500.00	$ 850.00
740	lin. ft.	6-inch Concrete Pipe	1.00	740.00
220	lin. ft.	8-inch Concrete Pipe	1.00	220.00
410	lin. ft.	12-inch Concrete Pipe	2.00	820.00
2,080	lin. ft.	18-inch Concrete Pipe	4.00	8,320.00
1,570	lin. ft.	18-inch Extra Strength Concrete Pipe	4.00	6,280.00
230	lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	1,380.00
210	lin. ft.	36-inch Concrete Pipe	10.00	2,100.00
370	lin. ft.	6-inch Perforated Metal Pipe, Coated	1.70	629.00
36	cu. yds.	3/8" - 0 Materials in Drains	5.00	180.00
840	lin. ft.	1½-inch Galvanized Water Pipe	0.70	588.00
464	lin. ft.	2-inch Galvanized Water Pipe	1.00	464.00
160	lin. ft.	3-inch Galvanized Water Pipe	1.50	240.00
210	lin. ft.	4-inch Galvanized Water Pipe	2.50	525.00
			Subtotal	$206,944.50
			10% Engr. & Cont.	20,694.45
			Total	$227,638.95

Length of Roadway 1.697 miles
Cost per mile $134,141.98

Type Code 3210
Roadway (Sta. 371+00 to 407+00)

All Required		Clearing and Grubbing (30%)		$ 17,250.00
4	acres	Extra Clearing and Grubbing	$1,000.00	4,000.00
480	cu. yds.	Structural Excavation, Unclassified	4.00	1,920.00
10	cu. yds.	Trench Excavation, Unclassified	2.00	20.00
181,000	cu. yds.	General Excavation, Unclassified	0.405	73,305.00
19,000	yd. stas.	Short Overhaul	0.02	380.00
2,500	lin. ft.	Rounding Cutbanks	0.20	500.00
0.68	mile	Finishing Roadbed and Slopes	500.00	340.00
260	lin. ft.	8-inch Concrete Pipe	1.00	260.00
390	lin. ft.	12-inch Concrete Pipe	2.00	780.00
580	lin. ft.	18-inch Concrete Pipe	4.00	2,320.00
300	lin. ft.	24-inch Concrete Pipe	5.00	1,500.00
750	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	1.70	1,275.00
64	cu. yds.	3/8" - 0 Backfill in Drains	5.00	320.00
66	lin. ft.	2-inch Galvanized Water Pipe	1.00	66.00
2,800	cu. yds.	2" - 0 Material in Base	3.25	9,100.00
600	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	1,950.00
100	M-gals.	Sprinkling	4.00	400.00
0.68	mile	Preparation of Base	300.00	204.00
13	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	520.00

260	cu. yds.	Furnishing and Placing Aggregates	$ 5.00	$ 1,300.00
16	tons	Furnishing and Placing 120-150 Asphalt	40.00	640.00
9	tons	Furnishing and Placing RS-1 Emulsified Asphalt	40.00	360.00
		Subtotal		$118,710.00
		10% Engr. & Cont.		11,871.00
		Total		$130,581.00

Length of Roadway 0.683 mile
Cost per mile $191,187.40

Type Code X221
Structure (Sta. 328+05 to 329+05)

All Required		Shoring, Cribbing, Etc.		$ 2,000.00
240	cu. yds.	Excavation for Structure	$ 5.00	1,200.00
10	cu. yds.	Structural Excavation for Structure Below Elevation Shown	6.00	60.00
3,500	lin. ft.	Furnish Untreated Piling	0.65	2,275.00
80	only	Drive Piles	50.00	4,000.00
300	cu. yds.	Class "A" Concrete	55.00	16,500.00
75,300	lbs.	Metal Reinforcement	0.11	8,283.00
		Subtotal		$ 34,318.00
		10% Engr. & Cont.		3,431.80
		Total		$ 37,749.80

Length of Structure 0.019 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway			
Surfacing and B-11 Bit. Mac.	$ 50,987.20	$ 26,808.00	$ 24,179.20
Grading	227,638.95	119,687.00	107,921.95
Grading, Surfacing and 0-9 oil	130,581.00	68,657.00	61,924.00
Structure	37,749.80	19,848.00	17,901.80
	$446,956.95	$235,000.00	$211,926.95

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. F-100 (24)

CANNON BEACH-ARCADIA SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 2, 1951

Type Code 5251
Roadway (Sta. 200+00 to 270+94)

5,100	cu. yds.	2" - 0 Material in Base	3.25	$16,575.00
2,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	8,400.00
170	M-gals.	Sprinkling	2.50	425.00
1.79	miles	Preparation of Base	200.00	358.00
37	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,850.00
2,440	cu. yds.	Furnishing and Placing Aggregates	4.50	10,980.00
150	tons	Furnishing and Placing 120-150 Asphalt	45.00	6,750.00
27	tons	Furnishing and Placing RS-1 Asphalt	42.00	1,134.00
			Subtotal	$46,472.00
			10% Engr. & Cont.	4,647.20
			Total	$51,119.20

Length of Roadway	1.314 miles
Length of Bridge (Exception)	.030 mile
Total Length	1.344 miles
Cost per mile, Roadway	$37,333.86

Type Code 0010
Roadway (Sta. 288+00 to 371+00) (Sta. 407+00 to 414+60)

All Required		Clearing and Grubbing (70%)		$28,000.00
12	acres	Extra Clearing and Grubbing	$ 1,300.00	15,600.00
1,320	cu. yds.	Structural Excavation, Unclassified	3.00	3,960.00
390	cu. yds.	Trench Excavation, Unclassified	2.00	780.00
177,700	cu. yds.	General Excavation, Unclassified	0.40	71,080.00
1,329,500	yd. stas.	Short Overhaul	0.02	26,580.00
52,000	C-yd. stas.	Long Overhaul	0.60	31,200.00

[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
[illegible]	lin. ft.	[illegible]		
[illegible]	lin. ft.	[illegible] Pipe		
[illegible]	lin. ft.	[illegible] Pipe	[illegible]	[illegible]
210	lin. ft.	36-inch Concrete Pipe	[illegible]	1,[illegible]
370	lin. ft.	6-inch Perforated Metal Pipe, Coated	2.00	740.00
36	cu. yds.	3/8" - 0 Materials in Drains	6.00	216.00
840	lin. ft.	1½-inch Galvanized Water Pipe	1.00	840.00
464	lin. ft.	2-inch Galvanized Water Pipe	2.00	928.00
160	lin. ft.	3-inch Galvanized Water Pipe	2.50	400.00
210	lin. ft.	4-inch Galvanized Water Pipe	3.00	630.00
			Subtotal	$201,269.00
			10% Engr. & Cont.	20,126.90
			Total	$221,395.90
		Length of Roadway	1.553 miles	
		Cost per mile	$142,560.14	

Type Code 3210
Roadway (Sta. 371+00 to 437+00)

All Required		Clearing and Grubbing (30%)		$12,000.00
4	acres	Extra Clearing and Grubbing	$ 1,300.00	5,200.00
480	cu. yds.	Structural Excavation, Unclassified	3.00	1,440.00
10	cu. yds.	Trench Excavation, Unclassified	2.00	20.00
181,000	cu. yds.	General Excavation, Unclassified	0.40	72,400.00
19,000	yd. stas.	Short Overhaul	0.02	380.00
2,500	lin. ft.	Rounding Cutbanks	0.20	500.00
0.68	mile	Finishing Roadbed and Slopes	750.00	510.00
260	lin. ft.	8-inch Concrete Pipe	1.50	390.00
390	lin. ft.	12-inch Concrete Pipe	2.00	780.00
580	lin. ft.	18-inch Concrete Pipe	3.50	2,030.00
300	lin. ft.	24-inch Concrete Pipe	5.00	1,500.00
750	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	2.00	1,500.00
64	cu. yds.	3/8" - 0 Backfill in Drains	6.00	384.00
66	lin. ft.	2-inch Galvanized Water Pipe	2.00	132.00
2,800	cu. yds.	2" - 0 Material in Base	[illegible]	1,[illegible]
600	cu. yds.	3/4" - 0 Material in [illegible] and Shoulders	[illegible]	[illegible]
100	M-gals.	Sprinkling	[illegible]	[illegible]
0.68	mile	Preparation of [illegible]	[illegible]	[illegible]
13	tons	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

All Required	[illegible]		[illegible].00
240 cu. yds.	Excavation for Structures	[illegible]	[illegible].00
12 cu. yds.	Structural Excavation for [illegible]	[illegible]	[illegible]
3,500 lin. ft.	Furnish Untreated Piling	0.5[illegible]	1,7[illegible]0.00
80 only	Drive Piles	[illegible].00	[illegible].00
300 cu. yds.	Class "A" Concrete	[illegible]	1[illegible],[illegible]00.00
75,300 lbs.	Metal Reinforcement	0.12	[illegible].00
		Subtotal	$[illegible].00
		10% Eng. & Cont.	[illegible]
		Total	$[illegible]

Length of Structure [illegible] Mile

Summary of Cost

Description	Total Cost	Federal Funds	State Funds
Roadway			
Surfacing and [illegible]	$51,319.20	[illegible]	[illegible]
Grading	[illegible]	[illegible]	[illegible]
Grading, Surfacing [illegible]	[illegible]	[illegible]	[illegible]
Structures	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

[illegible]

Federal Aid Project
No. F-[illegible]0 (24)

CANNON BEACH-ARCADIA SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 21, 1951

Work Code 5251
Roadway (Sta. 200+00 to 270+94)

5,100	cu. yds.	2" - 0 Material in Base	$ 3.00	$ 15,300.00
2,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	7,800.00
170	M-gals.	Sprinkling	2.50	425.00
1.79	miles	Preparation of Base	200.00	358.00
37	tons	Furnishing & Placing RC-3 Asphalt in Binder Course	50.00	1,850.00
2,440	cu. yds.	Furnishing and Placing Aggregates	4.50	10,980.00
150	tons	Furnishing and Placing 120-150 Asphalt	45.00	6,750.00
27	tons	Furnishing and Placing RS-1 Asphalt	42.00	1,134.00
			Subtotal	$44,597.00
			10% Engr. & Cont.	4,459.70
			Total	$49,056.70

Length of Roadway	[illegible] miles
Length of [illegible] ([illegible])	[illegible] miles
Total Length	[illegible] miles
[illegible] per mile, Roadway	[illegible]

[illegible]
[illegible]

3,700	lin. ft.	Rounding Cutbanks	$0.20	$ 740.00
1.70	miles	Finishing Road bed and Slopes	750.00	1,275.00
740	lin. ft.	6-inch Concrete Pipe	1.00	740.00
220	lin. ft.	8-inch Concrete Pipe	1.50	330.00
410	lin. ft.	12-inch Concrete Pipe	2.00	820.00
2,080	lin. ft.	18-inch Concrete Pipe	3.50	7,280.00
1,570	lin. ft.	18-inch Extra Strength Concrete Pipe	4.00	6,280.00
230	lin. ft.	24-inch Extra Strength Concrete Pipe	5.50	1,265.00
210	lin. ft.	36-inch Concrete Pipe	7.50	1,575.00
370	lin. ft.	6-inch Perforated Metal Pipe, Coated	2.00	740.00
36	cu. yds.	3/8" - 0 Materials in Drains	6.00	216.00
840	lin. ft.	1½-inch Galvanized Water Pipe	1.00	840.00
464	lin. ft.	2-inch Galvanized Water Pipe	2.00	928.00
160	lin. ft.	3-inch Galvanized Water Pipe	2.50	400.00
210	lin. ft.	4-inch Galvanized Water Pipe	3.00	630.00
			Subtotal	$167,466.00
			10% Engr. & Cont.	16,746.60
			Total	$184,212.60

Length of Roadway 1.553 miles
Cost per mile ~~$118,617.25~~

Type Code 3210
Roadway (Sta. 371+00 to 407+00)

All required		Clearing and Grubbing (30%)		~~$ 9,000.00~~
4	acres	Extra Clearing and Grubbing	1,200.00	4,800.00
480	cu. yds.	Structural Excavation, Unclassified	3.00	1,440.00
10	cu. yds.	Trench Excavation, Unclassified	2.00	20.00
[illegible]	cu. yds.	General Excavation, Unclassified	0.36	65,160.00
[illegible]	[illegible]	Short Overhaul	0.01	190.00
[illegible]	lin. ft.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

260	cu. yds.	Furnishing and Placing Aggregates	$ 4.50	$ 1,170.00
16	tons	Furnishing and Placing 120-150 Asphalt	45.00	720.00
9	tons	Furnishing and Placing RS-1 Emulsified Asphalt	42.00	378.00
			Subtotal	$101,990.00
			10% Engr. & Cont.	10,199.00
			Total	$112,189.00

Length of Roadway 0.683 mile
Cost per mile $164,259.15

Type Code [illegible]
Structure (Sta. 328+05 to 329+05)

All Required		Shoring, Cribbing, Etc.		$ [illegible]
240	cu. yds.	Excavation for Structure	$10.00	2,400.00
10	cu. yds.	Structural Excavation for Structure	10.00	100.00
3,500	lin. ft.	Furnish Untreated Piling	[illegible]	[illegible]
80	only	Drive Piles	[illegible]	[illegible]
300	cu. yds.	Class "A" Concrete	[illegible]	[illegible]
75,300	lbs.	Metal Reinforcement	[illegible]	[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

[illegible] documents for Oregon Project F-160(24), [illegible] of the Oregon Coast Highway, have [illegible] recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

June 22, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Salem, Oregon

Dear Sir:

We are sending to you six copies of estimate, four copies of right of way statement and eight copies of program change form to accompany plans and specification for the Cannon Beach-Arcadia Section, Project No. F-180 (24).

Six bid proposals and one set of full size plans are also being sent.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

JWN:cw

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

[illegible] Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 21, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Post War Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Clatsop

Seventh Supplemental

Route No. FA-[illegible]

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	114	F-180 (24)	Cannon Beach to Arcadia	Survey-Plans Right-of-Way Construction	380,000	235,000	145,000		Gr., Dr., O'Xing 2-lane low type surfacing
				TOTAL	380,000	235,000	145,000	4.05	
REQUESTED REVISION	114	F-180 (24)	Cannon Beach to Arcadia	Survey-Plans Right-of-Way Construction	389,553	235,000	154,553		1.55 mi. Gr., & Dr., 0.88 mi. Gr., Dr., low type surfacing 1.31 mi. Intermediate type surfacing O'Xing
				TOTAL	389,553	235,000	154,553	3.74	

Program Balance of .... funds subsequent to approval of this and previously recommended changes is $............

Program Revision Request

Reason for change:

Date June 21, 1951

By R. H. Baldock
(State Highway Engineer)

Recommended for Approval: .... (District Engineer) .... (Date)

Recommended: .... (Division Engineer) .... (Date)

Approved: .... (Acting Commissioner) .... (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

CANNON BEACH-ARCADIA SECTION

PROJECT NO. F-180 (24)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 21, 1951

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Polk
(District Engineer)

(Date)

FROM: RH Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon (State) Postway Federal Aid Primary Highway Program Seventh Supplemental (Previous program)

(Date of approval)

NTY Route No. FAP 28

	ITEM No.	PROJECT No.	TERMINI	Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
					PROJECT COST				
ITEM AS NOW PROGRAMED	114	F-180(24)	Cannon Beach to Arcadia	Survey-Plans					Gr. Dr O Xing 2-lane low type surfacing
				Right-of-Way					
				Construction	380000	235000	145000		
				TOTAL	380000	235000	145000	405	
UESTED REVISION	114	F-180(24)	Cannon Beach to Arcadia	Survey-Plans					155 mi. Gr., + Dr., 0.68 mi Gr., Dr., low type surf. 1.31 mi intermed. type surf. O Xing
				Right-of-Way					
				Construction	389553	235000	154553		
				TOTAL	389553	235000	154553	3.74	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Over

Date June, 1951

By RH Baldock
(State Highway Engineer)

Recommended: ______ (Division Engineer) ______ (Date)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock (State Highway Engineer)

August 2, 1951 (Date)

The following major program change of the individual project is requested:

Oregon (State) Postwar Federal Aid Primary Highway Program (Previous program) (Date of approval)

COUNTY Clatsop Seventh Supplemental Route No. FAP 26

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	114	F-180 (24)	Cannon Beach to Arcadia	Survey-Plans					1.55 mi. Gr. & Dr., 0.68 mi. low-type surfacing; 1.31 mi. intermediate-type surf., O'xing
				Right-of-Way					
				Construction	389,553	235,000	154,553		
				TOTAL	389,553	235,000	154,553	3.74	
Requested Revision	114	F-180 (24)	Cannon Beach to Arcadia	Survey-Plans					Same
				Right-of-Way					
				Construction	441,647	235,000	206,647		
				TOTAL	441,647	235,000	206,647	3.74	

Program Balance of ____ funds subsequent to approval of this and previously recommended changes is $____

Program Revision Request

Reason for change: Bids received for this project previously indicated estimate too low, this being due principally to rising cost trend.

Date August 2, 1951

By ____
Ass't. (State Highway Engineer)

Recommended: ____ (Division Engineer) ____ (Date)

Recommended for Approval: ____ (District Engineer) ____ (Date)

Approved: ____ (Acting Commissioner) ____ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

RECEIVED
FOR FILING

E-250 (22)

3566

September 17, 1951

C. H. Grimstad & T. Vanderveldt
and Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3566, which was awarded to you on August 20, 1951 by the State Highway Commission, covering Structure, Grading and Bituminous Macadam Surfacing on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County, Oregon. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

Recorded

RECEIVED
SEP 5 1951
FOR FILING

F-180 (24)

3566

September 4, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 23, 1951 on Contract No. 3566, Cannon Beach-Arcadia Section, in connection with Federal Aid Project No. F-180 (24).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

RECEIVED
AUG 23 1951
FOR FILING

F-180 (34)

3566

August 23, 1951

Grimstad & Vanderveldt and Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

The State Highway Commission on August 20, 1951 awarded you Contract No. 3566 for the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County. This award was based on your low bid of $417,656 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

EHR

Enclosure

RECEIVED

FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON F-180 (24)

2566

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. F-180(24), Cannon Beach-Arcadia Section of the Oregon Coast Highway, to C. H. Grimstad & F. Vanderveldt and Heavy Hauling Company of Astoria, who submitted the low bid.

Very truly yours,

C G Polk

C. G. POLK
Acting District Engineer

NOTED
State Highway Engineer

RECEIVED
[illegible] 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

7-[illegible]

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-180(24)
Cannon Beach-Arcadia Section of
the Oregon Coast Highway - Authorization to commence construction

Dear Sir:

Your application on subject project dated June 29, 1951 was received in this office on June 29, 1951.

The work consists of the grading and surfacing of 2.38 miles of highway roadbed, paving 1.31 miles and the construction of a 100' reinforced concrete grade separation structure. The road will serve the lumber industry and as a portion of the main coastal highway, it has definite military importance.

The quantity of steel required totals 49.15 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C. G. Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

Copy to
Mr. [illegible]
Mr. [illegible]
7-6-51

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

Coast
Fed. Aid
Prog & Proj

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 29, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project No. F-180(24), Cannon Beach-Arcadia Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

EIVED

FOR FILING

Const.

Fed Aid

Prog. & Proj.

2617

May 16, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

The underpass on the Cannon Beach-Arcadia Section, Oregon Project No. 180 (24), is necessary because the territory to the east of the highway is being subdivided into lots, and there is every indication that this area will rapidly be built up into summer homes as soon as the highway is opened. The development of the Cannon Beach area has been greatly delayed on account of the tortuous road which formerly existed between Cannon Beach Junction and Cannon Beach, but when this highway is completed it is certain that the Cannon Beach area will develop with great rapidity.

We have found, throughout the years, that people residing at the beach will not tolerate their children crossing high speed highways at grade. They go to the beach for recreation and rest and have pointed out repeatedly that a highway which does not provide for the safety of their children is unsatisfactory and not of modern design.

When this section of the Coast Highway was located we thought we were getting back sufficiently far from Cannon Beach so that it would be a long time before there was any demand for residence property east of the highway, but this has proven to be not the case. The owners of the subdivisions are cooperating in leading their roads to the underpasses, and we feel that with the construction of this underpass a freeway will result.

If a deep fill is placed across this gulch, it means to all practical purposes that an underpass can never be constructed on account of the prohibitive cost and the great delay to traffic. We have greatly simplified the approach roads and do not intend to build anything but the most simple approaches at this time.

We feel that the east side of the highway will be entirely built up with residences within five years, and that this underpass is absolutely essential for the safety of the children and the proper working of the highway.

We are using for the section a 22-foot surfacing with four-foot shoulders, but on account of the "slidy" ground, we had to throw the line hard into the hill, which makes considerable waste, so that in order to dispose of this waste we are widening the roadbed into practically a four-lane highway from Station 329 to Station 370. This will give ample space for parking, as we do not intend to widen the pavement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT

No. 2678

By

ay 15, 1951

Description: **C. G. Polk's letter of May 11 asking if field inspection can be arranged for week of May 22-25 in connection with proposed grade separation structure planned on Cannon Beach--Arcadia Section of Oregon Coast Highway**

Acknowledged by _ _ _ _ _ Referred to _ _ Smith ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 5-16-51 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

May 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

From a review of the preliminary roadway plans for Project 180(24), Cannon Beach-Arcadia Section, Oregon Coast Highway, it is noted that a highway grade separation structure with connecting roads is planned at station 328. In our opinion, there is some doubt as to the necessity for this development. We feel that a widened main highway with provision for left turn movements by channelized slots would be entirely adequate to serve the rather low traffic volumes. From very rough estimates made here without access to actual quantities involved, the separation design would cost about $42,000 more than a channelized design. There is also the matter of the seemingly needless use of steel which for a structure of this type and length probably amounts to 40 tons. We would appreciate receiving your reaction to our suggested design. In the event you still wish to provide the overpass structure, please furnish adequate justification for it including a sketch showing traffic movements on the various roadway connecting ramps. Please bear in mind that a DO rating for steel requirements might be difficult to obtain since the structure does not replace, restore or enlarge an existing obsolete structure.

In regard to the main roadway typical sections we are unable to determine the width of the ultimately completed road. We should have prior information on this subject. It would be desirable to provide shoulders sufficiently wide for parked and disabled cars but it is realized this would result in prohibitive cost. In lieu thereof, turnouts should be designed and constructed at points of favorable topography.

It is our desire to make a field inspection of the proposed project sometime this month, probably the week of May 22-25, accompanied by a State engineer familiar with the survey and design. Please advise if this can be arranged.

Very truly yours,

O. G. Polk
O. G. POLK
Acting District Engineer

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.060 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 3512 Ends with: Contract# 3566

FLASH CARDS: Begins every Contract

Remarks:

Reel No. _____ Reduction Ratio 21:1 Project No. _____

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 11th day of August, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Randa R Lewis